

THE WHEEL

—AND—

CYCLING TRADE REVIEW,

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Persons receiving sample copies of this paper are respectfully requested to examine its contents and give us their patronage, and as far as is convenient, aid in circulating the journal, and extend its influence in the cause which it so faithfully serves. Subscription price, \$1 per year.

FAR AHEAD OF ITS E.C.'s.

The cyclists of Tacoma were pleased to note that *The Wheel*, published in New York City, has devoted a long account to the cycling fraternity of Tacoma and Seattle. The boys pronounce the paper far ahead of its e. c.'s. It is full of "facts and fancies" pertaining to the sport, and also contains news from all the cities where cycling is indulged in. In the last issue Tacoma held a prominent place among the larger cities, and was congratulated on the rapid increase of her riders.—*Tacoma Herald*.

NOW FOR KNEE-BREECHES.

We have a correspondent in New Orleans whose hobby is the introduction of knee-breeches to take the place of the trousers which at present obtain in polite society. This man with a hobby will rejoice when he reads the following editorial from the *New York Herald*:

"What we sigh for just now is a change in the fashion of men's clothing. Our coats, hats and trousers need revision. They are neither becoming nor comfortable."

"The stovepipe hat is simply an abomination; likewise the stiff felt hat. They bind the head, and when worn for any length of time leave a broad red band on the forehead, nature's protest against a device of the enemy."

"Just look at the pictures of Washington, Hamilton, Franklin and Adams in the galleries of the Metropolitan Opera House. Imagine them in those twin meal sacks miscalled pantaloons, or in a nobby cutaway coat and a shiny hat! It takes our breath away."

"The next dress reform for men will undoubtedly include knee-breeches. They cover up those physical deformities known as bow legs, give one a sense of freedom which creates the desire for a long walk, and are altogether the most picturesque covering for the nether extremities of that 'forked radish' known as man."

"Who will be the pioneer?"

OUR Maryland correspondent, "Bay Ridge," sends us some notes of the League meet. The programme, as at present sketched, is as follows:

July 2.—Business meeting of the League. Excursion to Pen Mar, by wheel and rail. Supper.

July 3.—Run to battle-fields of South Mountain, Boonsboro, Antietam; visit to battle-fields and National Cemetery. Return to Hagerstown over a different route. Supper. In the evening, run to Williamsport, on the Potomac. Swim. Illumination.

July 4.—Parade, with lunch in a grove. Afternoon, races. Night, open air smoker, in a grove, with grand military band concert.

IN our edition of April 26 we published an editorial letter from a prominent Baltimore cyclist giving "inside" information on the prospects of Maryland entertaining the League this year. In the same issue we announced that the meet would be held at Hagerstown, as the Executive Committee of the League had accepted the Maryland Division's invitation. One week later the *Bicycling World* announced that the meet would be held at Hagerstown. Comment is needless.

IN this issue of *THE WHEEL* we reproduce the Capital Cycle Co.'s art calendar, forming perhaps the most attractive advertisement ever published in a cycling paper. The Capital Co. do business in fair and square man-fashion style. They resort to no pretense, and make no effort to deceive the public. Their Psycho wheels are built on special lines to order by an English firm of repute for work unsurpassed in durability, in design and in finish.

IN the ladies' column, "Pioneer" tells us of her experiences while learning to ride the bicycle. "Pioneer" is the "First Lady in the Land"—that is, the first to master a bicycle. Her experiences will become historical.

STRONG PLEA FOR BETTER ROADS.

There is one particular sign among the other signs of the times, upon which we wish to congratulate our readers, and that is, the dimensions to which the public agitation, all over the country, in the matter of good roads is growing. We hear from every direction of grumbling and growling over the state of the public highways, and the greater the grumbling and the longer it is kept up and the louder it becomes the better for cyclers, carriage drivers and "cattle." Owing to the "magnificent distances" of this great country, and owing to the fact that, contemporary with the great development of our resources, railroads started into existence and obtained a monopoly of our transportation, our public roads have been, in the majority of cases, what might be called, with perfect propriety, merely necessary public nuisances. Now, however, wealth and luxury all over this immense land of ours are taking the places of poverty and simplicity, we are approximating, more and more, toward the condition of life in England, and our rising generation, instead of having to work early and late to keep body and soul together or to reclaim a wilderness, find professions and callings of all kinds ready to their hand, and also find abundant leisure to cultivate the higher attributes of the body and mind. Immense centres of civilization are springing up, and as the public taste becomes educated, and public desires and needs multiply, the amending of existing disabilities under which our civilization, like a young giant, has irresistibly grown up, is certain to come about. As before remarked, railroads have up to the present done, and will continue to do, the work which in older countries was done by magnificent public highways, but that does not constitute a reason for this country remaining possessed of the most execrable roads on the face of the earth. Round our large cities, and connecting them one with another we should have a net-work of good public roads. Let us have a system of main public highways, carefully looked after and kept in condition by public officials, and then leave to private enterprise the filling in of the net-work, which as a necessary result will come. An example of what is meant will be found out Lancaster Pike, from which main road now branch out numerous excellent macadamized highways that some five years ago only existed in the imagination or upon paper. Philadelphia is not alone in the present awakening on the matter of the necessity for good public roads. New York, Buffalo, Chicago and many other cities and towns are commencing to systematically extend and improve their streets and suburban roads, and when these improvements extend and join hands, then, and not till then, should agitation relax, and then only partially.—*American Athlete*.

WHEEL GOSSIP.

The fellow who skips the long articles will miss a treat if he fails to read "An Idyl," published in another column.

The *American Athlete*, under the editorial management of Chris Wheeler, is doing good work in spreading the idea of roads improvement.

Philadelphia has developed a new scorcher in Fred Whiteside, of the Century Wheelmen. He rides a Starr and recently hung on to Dampman, McDaniels and Merrihew's coat-tails on a ten-mile scorch over the Lancaster Pike.

"Jake" Morse, for several seasons the cycling representative of the Boston *Herald*, is baseball correspondent for the *Sporting Times*. A cut of Mr. Morse's intellectual, bespectacled and incisive face is published in the latest issue of the *Times*.

The Pope Manufacturing Co. had a speaking "ad" in the Centennial number of *Harper's Weekly*. We would suggest that in mediums of that class the figure mounted on the safety should represent a middle-aged man instead of a young man. The use of the wheel must be developed among the older classes.

The Louisiana Division L. A. W. will be represented at the League meet by C. C. Harry Hodgson and his confreres. Last year they came to Baltimore in immaculate white flannel and were the observed of all observers. This year they will be clothed in bottle green, with silk braid, cut naval style, and will be fastened with hooks, not with buttons.

WHAT THEY ARE TALKING ABOUT.

St. Louis—A new track.

Providence—The May 30 meet.

Hagerstown—The League Meet.

Tacoma—The 20-mile road race.

Philadelphia—A 50-mile inter-club race.

New York—The Decoration Day road race.

Boston—The Harvard meet and Fast Day Runs.

San Francisco—Their successful race meet just held.

Brooklyn—Cobblestone Hill, those Iron Posts, the Brooklyn's new house, the Long Island and K. C. W. race meets.

Chicago—The grand cycle exhibit and tournament, the late beauty six day race and the number of wheels the dealers have sold, and the Stone-Lumsden races.

W. I. Wilhelm, of Reading, was in New York on Wednesday.

Howard A. Smith & Co. are teaching more beginners how to ride than they have ever before in the history of Oraton Hall.

The track at Washington Park, Brooklyn, is four laps to the mile, with raised corners. The K. C. W. meet should attract a large entry list.

A. E. Schaaf, representing the Gormully & Jeffrey Co., and C. C. Candy, representing the Overman Wheel Co., have been in Minneapolis drumming up trade.

The English pressmen almost always have a big fight on. G. Lacy Hillier is alleged to have stated that *Wheeling* was for sale. The *Wheeling* people deny the rumor.

The Manhattan Bicycle Club should interest some men in the 25-mile road race. They give perfect entertainments, hold famous club runs, are often represented on the racing path, but have never shown us their scorchers.

Captain Meeteer, of the Brooklyn Club, has instituted a one-mile club handicap championship. There can be no such thing, Cap., since "championship" implies a scratch race. To call a man a "Handicap Champion" is absurd.

Frank White, of Spalding's, is always jubilant. He is just now rejoicing over a big sale of sporting goods to John Wanamaker, over the result of the famous baseball dinner recently held at "Del's," and wondering whether Chief Consul Bull didn't rather enjoy himself as the representative of the L. A. W.

The Long Island Cycle Co. is the latest addition to the list of local agents. The company is situated at 1150 Fulton Street, Brooklyn, the business manager being John Berry, a practical repairer and well known to Brooklyn cyclists. The company handle Warwick, Victor and Club cycles, repair and rent wheels and let locker room.

One of the most popular wheelmen in Jersey City, is Frank Eyeland, of the Hudson County Wheelmen. Mr. Eyeland is proprietor of a prosperous and well-appointed drug store, well stocked with that which kills and that which cures. Incidentally Mr. Eyeland is agent for the Columbia wheels, which are kept in that little hack room which is so popular with the boys.

THE WHEEL is at present devoting a great deal of space to the subject of the feasibility and advisability of the Government, or rather the State Governments, employing prison labor in the work of keeping our public highways in proper repair. The matter under notice in the columns of our New York contemporary is one that will bear the closest investigation, and very little can be said against this plan of putting to good use criminal labor. The best thing that our contemporary can do, now that it has started on this subject, is to keep up talking on it, and the best thing the other cycling journals can do is to step in and lend a hand.—*American Athlete*.

RIVERSIDE WHEELMEN'S NOTES.

The R. W.'s had a club run to Dobb's Ferry on May 5, and found the roads in good condition, although somewhat dusty. The next regular club run of the R. W. will be to Coney Island, on Sunday, May 12, starting from clubhouse, 148 West 104th Street, at 8:30 A. M. Messrs. Fred Menger, F. R. Miller and E. A. Powers have the largest mileage so far for the club record.

We admitted twenty-five new members at our last regular meeting, and we now have nearly seventy members. "What's the matter with the Riversides?" [No Soup in theirs.—Ed.]

Mr. F. R. Miller will appear on the track this season, and the R. W.'s expect him to show good form. SEC.

DELIGHTFUL TRIP IN THE WALL-KILL VALLEY ON A MACHINE.

TWO ENTHUSIASTIC WHEELMEN MAKE A HEALTHFUL AND PLEASANT JOURNEY—SIGHTS BY THE WAY—BEAUTIFUL SCENERY MET WITH ON EVERY HAND.

On the principle that "two's company, more's a crowd," our party was composed of but two persons, a star rider of the L. I. W., and the writer, a L. A. W. Columbia "Expert" rider. The former, my friend Peter, is a well-known "anti-scorcher," and a popular member of the fraternity in the City of Churches, and it was through his knowledge and brilliant description of the roads and abiding places in the Hudson River and Walkill Valley district that the narrator was induced to make the tour.

Preceded by about a week by my friend, who took a preliminary run through Orange, Ulster and Dutchess Counties, the writer on the last Saturday in July left New York City by the afternoon steamboat Mary Powell, bound for Cornwall-on-the-Hudson (fifty-five miles from New York), and as this, the fastest boat on the river, glided through the water, his anticipations were of a most agreeable kind, the day itself being sunny, yet not too warm, and a pleasant harbinger of the weather to follow. A three hours' sail up the river, through lovely rolling country, brought "Mary" in view of the welcome figure of "Peter" on the Cornwall landing, and during the stiff climb which followed up the mountain side on which this picturesque town on the Hudson is situated, plans were discussed and something of a schedule arranged for future reference, though under such circumstances there can be little doubt that the best plan is to make no hard and fast rule as to dates, number of miles to be covered each day, etc., but to leave it, to some extent at least, to one's inclination as the days go by.

The roads around Cornwall are invariably good, and, in the town itself, of the finest character. On the following morning, accompanied by two native cyclers, we took a run through Canterbury and Mountainville and found the roads rather hilly, the grades being such as to somewhat surprise one not accustomed to their variety, though the surface on the whole was fair. At Mountainville a dismount was made near a smartly running brook and again after riding a little, at the request of Peter (who is a fond lover of the weed), we lingered for a time nearby Houghton's Model Farm enjoying the rugged, mountainous scenery which surrounds the locality. We returned to Cornwall over the hills by a slightly different route, thoroughly in trim after our twenty mile ride to do full justice to our noontide repast. In the afternoon we wheeled, via Canterbury and New Windsor, to Newburg. From this point the little trip across the river to Fishkill was one of the most enjoyable features of our whole excursion. The Sabbath afternoon was a lovely one; all nature seemed to smile on us and bid us welcome and godspeed. The ferryboat itself was a charming picture and one not beneath the brush of an artist; its upper deck, made cool and pleasant by gentle zephyrs, was filled by the good people of the adjacent towns, who, for a small extra fare, are permitted to remain on the boat at their own sweet will, many of them, we were told, spending half the day in this pleasant and practical way of communing with nature.

Almost all our energies were required to ascend the steep hill at the Fishkill landing, at the summit of which we turned left to Wappinger's Falls, where a delightful coast was enjoyed. Thence on to Poughkeepsie, over exceedingly good roads. Here we again crossed the river, to Highlands, which was reached about dusk, and where we spent the night at Terwilliger's Hotel.

On Monday, mounting our wheels, we proceeded along splendid roads to New Paltz for breakfast, after which we rode the short distance between the village and the foot of the Shawangunk Mountains, on whose summit, 1,200 feet above the level of the Hudson, Lake Mohonk is situated. Our wheels, by the courtesy of a farmer, being stored in an outhouse at the foot of the hills, we advanced on foot up the mountain side to the lake, a stiff climb of two and a half miles. As time, however, was no object, we enjoyed the walk without hurrying, and resting, now by a cool spring, where we quenched our thirst, and again, in the summer houses, which are built by the wayside for the comfort of

travelers, and that they may the more fully enjoy the magnificent views on all sides, some of the finest in this beautiful section of the country. Lake Mohonk was reached at last, and we felt amply repaid in the grandeur of the scenery, for the physical exertion needed to reach the summit. From the crest of Sky Top, 500 feet above the lake and 1,700 feet above the Hudson, portions of six States may be seen on clear days, while the number of mountain peaks or ranges of mountains seemed to us, almost countless. Altogether, we were much charmed by the lovely reach of sight obtained, beside being interested and amused by the perfect echo heard from the mountain sides, and which was repeated back to us, apparently, from the depths of the lake.

Returning to New Paltz for the night, Tuesday morning saw us wheeling through Ireland Corners, New Hurley and St. Andrews en route for Walden, the grades at times being rather steep, though the surface was invariably fair, and as we approached Walden excellent. We dined at Walden, and as the town was a favorite abiding place of my friend, he having numerous cycling and other acquaintances in the neighborhood, we concluded to stay over night. We passed the afternoon in a visit to Gail Borden's milk condensery at Walkill, a short distance out, and where, through the courtesy of Mr. Smith, the Superintendent, and under the efficient guidance of his assistant, Mr. Jansen (a cyclist of local fame), we were shown through the establishment. We were much impressed with the cleanliness in all departments, from the glass bottles in which the milk is sent to New York, to the immense copper cylinders in which the milk is stored previous to being tested as to its purity, as is every drop taken in. The condensery is charmingly situated near the Walkill River, and a short distance from the village of Walkill, to which place we rode by a path along the river bank, afterwards taking a run up to Mr. Borden's private park, through the enormous cattle barn and round the estate generally. On our return to Walkill from the park we encountered a pretty steep and lengthy hill down which we partly pedaled and partly coasted. About half way down the hill we met a carryall in which was seated an aged countrywoman, who, on account of her horse, seemed greatly exercised at the sight of us and beseeched us to "git hoff." Our persuasive powers were brought into full play to convince her that this was almost impossible to accomplish on such a grade, and finally to our (and, presumably, also her) gratification, we passed her in safety, though the risk was immeasurably increased on account of the narrowness of the road, the evident balkiness of her animal and the great speed at which we were coasting. During the night a steady fall of rain descended, our spirits were accordingly sent down to zero, and the outlook for the morrow was rendered dismal in the extreme.

On Wednesday, as may be supposed, the roads were not at their best, but as we wished to make Port Jervis that night we wheeled on through Middletown, Otisville and Cuddebackville, arriving at Port Jervis in time for supper at the Delaware House, where we stayed overnight. To any one, however, whose destination is, as was ours, Delaware Water Gap, Pa., we would strongly recommend going right through without stopping over at Port Jervis, as this town has little to invite one to abide within its walls. The Delaware House, on account of its close proximity to the depot and tracks of the Erie Railroad, is not the pleasantest and most peaceful hotel in the world, there being an almost continual clanging of engine bells to be heard, whilst the traffic during the night (as we found to our cost) seemed almost interminable, disturbing our repose not a little. Better, therefore, to push on the nine additional miles to Milford, especially as the roads are at the whole distance, and when that primitive village is reached the choice between the one and the other is so apparent and in favor of the latter that the little additional exertion required is not worth taking into account.

Not having given these points the previous consideration they deserved, we made the best of things as we found them, and on Thursday (of necessity) awoke with the lark, and what was more to the point, got up also, being on the way to Milford by the time the cock was crowing, and eating our breakfast there with the appetite and zest which expectation and hunger combined always give. It would be hard to choose a prettier spot than Milford, or one around on which finer roads abound. We were particularly

delighted with its fresh and pure air and with the charming surroundings of the village. Its pine woods form an attractive feature, being pleasantly shaded by overhanging trees, having a cool atmosphere at all times and a pretty babbling brook to keep one company. We also viewed the Sawkill Falls, a favorite retreat for visitors located in the woods at the other end of the village.

On Friday, the last day of our jaunt, accompanied by another Brooklyn cycler, we took in the famous run to the Delaware Water Gap, a round trip of sixty-four miles, passing en route Conashaw, Dingman's Ferry and Bushkill. This ride surpassed anything in our whole touring experience, and we are greatly delighted that it bore out the impressions given us by friends who had previously made the trip. With the exception of a few short strips under repair (as there will be in all roads, even the best), the surface the whole distance was of the finest nature, "fine as silk" being thoroughly applicable to its condition. The views along the route were extremely interesting. On one side of the road the Delaware River meandered along through the woods and cultivated fields, while on the other hand were mountainous cliffs, covered with noble trees, whose foliage afforded a most welcome shade, and, though the weather was very warm, we hardly felt the heat at all.

ASHTON NICHOLS, L. A. W.

[CONCLUDED NEXT WEEK.]

THE GREAT CENTURY RUN.

While in Philadelphia the run will stop at the Continental Hotel, the best general hotel in the city, at a special rate of \$2.50 per day, or \$2 for supper, lodging and breakfast.

Parties will be made up to run to several different points for dinner on Sunday, the 6th.

In response to many inquiries, I would like to reiterate that the G. C. R., '89, is not a road race, and that ladies and all other riders of single-track wheels are welcome, but that the committee does not advise ladies to attempt the whole distance in one day. Plainfield and New Brunswick make good half-way stopping places. Mrs. L. A. Newcomb, Harlem Wheelmen, is arranging for a party of ladies to leave New York on one of the noon trains on the day of the run, Saturday, June 8, to meet the run that evening and to spend the next day with the party. All ladies are referred to Mrs. Newcomb, H. W., Sixth Avenue and 124th Street, New York City.

A large party of wheelmen are coming from Philadelphia to ride homewards, including Kirk Brown and two "survivors of '88"—Messrs. Bromley and Speier.

L. A. CLARKE,
Chairman Com. of Arr.

THE NEW WARWICK SAFETY IN NEW YORK.

After many promises and weeks of delay, the new Warwick Perfection Safety is "out." We saw one of the new wheels at Messrs. Halpin & Co.'s Murray Street store. The new Perfection is certainly a very handsome wheel, and if it "stands the racket" it will be a great go. The safety has a number of innovations. Its makers claim for it "non-sensitiveness" and a number of improvements. It is a very handsome looking mount.

A SELECTED LIST OF PATENTS.

[Reported especially for THE WHEEL AND CYCLING TRADE REVIEW by C. A. SNOW & Co., patent attorneys, Washington, D. C.]

T. W. Moore, Plainfield, N. J.; bicycle.
G. Hayes, Jr., Hingham, Mass.; treadle for bicycles.

F. Barbig, New York, N. Y.; lantern.
C. A. Frayer, Keithsburg, Ill.; oil can.
C. F. Sweet, Auburn, Me.; saddle for velocipedes.

All bearing date of May 7, 1889.

The members of the St. Louis Cycle Club and the cycle trade made a rare turnout for the illuminated bicycle parade. Ithuriel sketches the scene graphically; the unique designs; the sorry attempts of hoodlums to be obnoxiously funny, and the vain effort of a dissatisfied swell youth of the pa's-rich-couldn't-earn-a-dollar-if-he-tried species, who attempted to drive through the lines, and who was held up.

The Brooklyn Club will house-warm their new club building on June 21st.

At the Harvard College Spring meet, held Tuesday afternoon, May 7th, a two mile bicycle race was contested, in which K. Brown, '91, E. A. Bailey, '91, R. H. Davis, '91, W. B. Greenleaf, '92, E. F. Rogers, '90, and R. W. Holmes, '90, were the starters. This race was a bit of a surprise to most, for Davis is usually a snare winner in this event, but Bailey was too much for him in this case, beating him by considerable distance, and covering the course in 6m. 15s., breaking the Harvard record, which was established by Davis last year. Bailey rode a Safety, and as he has only begun riding this machine this Spring, more good time may be expected of him in future, especially as he has always been rather handicapped by the smallness of his wheel.

THE POSTS MUST GO.—The authorities of New Lots have decided that those iron posts must be removed.

NOTES FROM THE CITY OF BROTHERLY LOVE.

On Tuesday, April 30, the Pennsylvania Bicycle Club, under command of First Lieutenant Leisen, took their first ladies' run, which was such a success that one or two more are already being arranged for at some later dates. About 9 o'clock the party assembled at the club headquarters, but it was about 10 before the thirteen couple on hand succeeded in starting with the handsome lieutenant in the lead. The party rode leisurely to Wayne, where dinner was enjoyed at the Hotel Dellema. After spending some little time here the start was made for home. The only thing to mar the pleasure was an accident, one young lady being thrown from her machine. At first it was feared that she was seriously hurt, but I hear that she is now as well as ever.

Messrs. McDaniels and Merrihew, members of both the Wilmington Wheel Club and Pennsylvania Bicycle Club, are entered in the 25-mile road race for Decoration Day. I fear that at present neither of them are in the pink of condition, but two weeks may change this, and I think, with proper handicapping, that both of them will come in with the first batch. Draper, also of the Pennsylvania Club, talks of entering.

By the way, L. J. Kolb, of the South End Wheelmen, proposes to meet B. Frank McDaniels on Sunday next for a ride from Fifty-second Street to the foot of Devon Hill. A year ago Mr. Kolb challenged a member of the Pennsylvania Bicycle Club, and then made a most ungraceful backdown. I trust for his sake that he will not fail to put in an appearance this time, as I think defeat (which I feel he will meet with) is better than another such backdown. If they ride I hope to be there to see the fun.

How about the Century house warming? The boys have been waiting for some kind of an invite before making their appearance on North Broad Street, but threaten to go some time soon, bid or no bid. On Sunday last some twenty-one men from the Pennsylvania Bicycle Club and ten members of the Century club rode to West Chester. The day was a scorcher, and taking a country road for about the first time proved too much for some of them, and one of the boys made a hasty trip home, via train; poor devil, he is not in the habit of ending trips in such a manner, and it galled him considerably.

What club in our city has adopted the keystone for a badge? This emblem has been to date acknowledged Pennsylvania and Pensy only, and you can imagine their surprise on seeing a party of wheelmen out on Sunday last with large silver keystones in their caps. I think their desire should have been to have some individuality about their badge, however, if such were not the case, I should judge that courtesy would have led them to have adopted some other emblem.

W. T. Flemming expects to start the latter part of this month on his Western tour. He hopes to have J. E. Gould accompany him. Noddy will, I fear, have a hard tussle for a few days as he has done no riding the past year, and when he starts with a man who yearly rolls up from 6,000 to 8,000 miles it means go ahead.

The Pennsylvania Club announce the following club runs for balance of May: Sunday, May 12, Duffryn Mawr; Thursday evening, May 16, moonlight run to Tioga, Sunday, May 19, Willow Grove; Sunday, May 26, Bristol.

WESTFIELD.

PHILADELPHIA.

It has been a long time since the good people of the town of West Chester saw such a number of wheelmen as were congregated about the Mansion House at noon on Sunday, May 5. There were twenty-one members of the Pennsylvania Club, six members of the Century Wheelmen and nine members of the Wilmington Bicycle Club, making a grand total of thirty-six, not such a bad showing when one takes into consideration the eighteen miles of bad road from Paoli to West Chester and back.

On the return trip, after leaving the dirt road the scorching began. The great Wilmington team, Dampman, McDaniels and Merrihew and Draper, of the Pennsylvanians, started off at a rattling pace, closely followed by Whitesides, Geyler, Degn and Spier of the Centurions. This order was kept up for some miles, the speed at times being something terrific (for the famed Lancaster Pike was in splendid condition), and the rest of the crowd was soon left in the rear; then Whitesides on his new wheel made himself felt. To the utter astonishment of the famous trio, this little rider stuck to the big guns like a leech, answering spurt after spurt in a way that commanded the admiration of the Wilmington boys, winding up the ten miles at Ardmore in a bunch, with Geyler a few hundred yards behind, and Degn and Spier following closely after. The pace for the last three miles was killing, neither of the first five having any decided advantage at the finish. Without a doubt Fred, Whitesides is now the best star road rider in Philadelphia, and a member of whom the Century Wheelmen are justly proud.

"Ariel," the Pennsylvania correspondent of the *Bulletin*, was seen on the road last Sunday looking lovely in a brand new Pennsylvania uniform, airing his "phenomena," who, by the way, sported his papa's old league cap, quite an acquisition to the aforesaid "phenomena."

Decoration Day is now only a few weeks off, and the associated cycling clubs have thus far publicly decided on—nothing.

Rather a sad accident that occurred to George Caryl, the well known member of the South Ends. While scorching on the "pike" he took an awful header which rendered him unconscious for some time. He was removed to the Presbyterian Hospital, and at last accounts was doing splendidly.

The other night I had a funny dream. I dreamt that a lot of wheelmen, in fact a young army of them, were following a will-o'-the-wisp, but the faster they rode the faster it seemed to go. Presently the light grew stronger and stronger, and gradually evolved into some letters; with a groan I read, *Pennsylvania road book*. It was the first of May.

At the last meeting of the Century Wheelmen it was decided by a vote of 27 to 22 not to admit lady members at present. There was weeping and gnashing of teeth.

Philadelphia, May 6, 1889.

ARGUS,

MARYLAND.

The Hagerstown Club is hard at work changing their local meet into the L. A. W. meet, which has been ordered at Hagerstown, Md., the dates being July 2, 3, 4. Chief Consul Mott was in Hagerstown helping to arrange the programme, which includes the schedule of entertainments. On the morning of July 2 the business meeting will be held, and which will be followed by an excursion to Pen-Mar by wheel and by rail, where supper will be served. On July 3 there will be a run, skirting the battlefield of South Mountain, following the line of the Confederate retreat through Boonsboro to Antietam. Here guides will be waiting to show the party over the battlefield and through the national cemetery. The return to Hagerstown will be over a different route. After supper a line will be formed, and each man furnished with a towel and a supply of fireworks. A six-mile run will bring the party to Williamsport, on the Potomac river. At this point big bonfires will be lit along the river banks, and the boys will enjoy a swim and return to Hagerstown, after having had their stock of fireworks renewed for display on the return trip. The morning of the Fourth will be devoted to a parade about the city, over streets superior to those of Washington. This will be dismissed in a grove which is abundantly supplied with limestone springs, and here refreshments will be served. The races will follow in the afternoon. They will include a one-mile L. A. W. bicycle, one-mile tricycle and one-mile safety. At night there will be a grand national open-air smoker in a beautiful grove, one of the attractions to which will be a grand concert by a military band. This programme will be supplemented by a number of smaller events, which will be bulletined at the hotels, as will also a thoroughly unique entertainment for a fourth day.

LEAGUE MEET NOTES.

At a special meeting of the committees on the Bicycle Meet, held recently, the members of the club exchanged congratulations upon their success in securing the annual League Meet. Additional work was assigned and the committees reported progress.

A Baltimore club expect to camp out at Hagerstown from June 29 to July 4.

The Hamilton House at Hagerstown will be the League headquarters. The Maryland Club has made engagements for a parlor and fifty rooms at the same hotel.

A number of members of the Capital Club of Washington, D. C., prefer going by train to Martinsburg and wheeling the remaining twenty-five miles to Hagerstown. The road is one of the finest in this locality, and no doubt will be the favorite route from this city and Baltimore. Others talk of going on their wheels the entire road from here, but they are only the seasoned veterans.

At a meeting of the Potomac Wheelmen at Cumberland, held recently in the Y. M. C. A., the following officers were elected to serve for one year from May 1, 1889: President, Dr. H. V. Porter; Vice-President, Hervey Laney; Captain, A. C. Willison; Secretary-Treasurer, J. D. Wineow; Lieutenant, D. A. Smith; Bugler, H. C. Walker; Executive Committee, Dr. H. V. Porter, A. C. Willison, J. D. Wineow, L. C. Rossler, J. R. Sinoué.

Rev. Wayland D. Ball, of the Associated Reformed Church, lectured to a full audience at the Y. M. C. A. Hall on bicycling. He gave his personal experience, saying that for six years he had been an enthusiastic bicyclist. He read Will Carleton's rural poem, "On a Wheel," which gives an amusing account of how the city bicyclist captured a rural belle in spite of the rural affianced Josh, and the father of the girl. The lecture was praised by all cyclists present.

The medal for the championship of the Baltimore Club for last year is about ready for delivery to the winner, Harry G. Tyler. It is a pretty design, in gold, of wheels, wings, scroll and shield, appropriately engraved.

The Chesapeake Club will soon have a housewarming upon the opening of their fine new clubhouse at Fulton and Lafayette Avenues. This house was recently purchased at \$5,000. It is three-story high, and has been handsomely fitted up with modern conveniences. The expenditures on the house amounted to \$1,500.

BAY RIDGE.

SAN FRANCISCO.

In reading the last issue of your excellent paper I was forcibly reminded of a remark made by a local rider that "sooner or later the person who writes on cycling topics will get into hot water." In that issue "Jack" calls Fenton to account, the ladies have their differences and Mr. Clark directs his subtle sarcasm in this direction. It was hardly fair to quote the words of "Eureka" where he tells of "scorching ten miles in 55m.," and by inference applying it to my information. Up to the time I wrote I had seen no reference to his schedule, and as we have had a number of these runs I thought a little *practical* information would not be out of place. I am surprised to see that he estimates the number of starters at "not less than 100." With the splendid arrangements he and his colleagues have made and the fact that the attendance will be drawn from twenty-two clubs I should think he could count on a much larger number. From a personal experience of such runs I say to all riders, "try the experiment," you will be surprised how easy it is to cover the required distance, and it will give you pleasure to think over it afterward.

The riders in the East must understand that we have, in this State, hundreds of miles of roads almost as fine as those in the vicinity of Boston, that our wheels are generally the best makes of Pope and the Coventry firms, and that our riders can hold their own with the riders of any State in the Union.

The hop of the Bay City Wheelmen last night was a success in every particular, the music was the best obtainable, the floor perfect—what more could be desired? All the arrangements were in the hands of F. W. Pierson, who received the highest praise on all sides for the excellence of his arrangements. The race meet on Tuesday next gives promise of being a notable one, the entry list is large and some of the Coast records will surely go down.

W. S. Maltby left for Australia on the steamer Umattila, yesterday. The evening previous he gave a fine exhibition at the skating rink, his work on the Eagle bicycle was excellent considering the fact that he has had but little practice on it.

Fred Russ Cook, the ex-champion of the Coast, has been recommended for the position of official handicapper for this district.

April 27, 1889.

Yours,

CALIFORNIA.

ST. LOUIS.

The wheelmen of St. Louis were right on their metal last Tuesday night, and the illuminated parade was an unqualified success. It fully equalled, and some think it surpassed, the display of two years ago. The day parade was an immense affair, being upwards of ten miles long, and, from a numerical point of view, left nothing to be desired, but it lacked point and distinctiveness, and after it had passed a stranger could scarcely have told what it was all about. The bicycle parade, on the other hand, though only one mile long, was replete with novel features, appropriate designs, beautiful as well as startling effects, and a general effect that was at once weird and charming. I have yet to see the first person who is not enthusiastic over the pretty display made by the cyclists. The scene at the starting point was one of indescribable confusion, and for a while it looked as if it would be impossible to bring order out of the existing chaos, but after a start had been made the different paraders fell into line, and, though badly mixed up as to their allotted places, made the best of the bargain and rode it out where they were. Of course, this spoiled to some extent the symmetry of the line. The Missouri Club led off under command of Alex Lewis, and through his and his brother Ab's efforts, everyone in this division was properly placed, and there was no confusion or disorder at any time. The Cycle Club, under Captain Sanders, and the unattached wheelmen, under Captain Stone, did not fare so well, and these two divisions got woefully mixed up. It is only fair to state, in justice to the respective captains, that the fault of this condition of affairs did not lie with them, but was probably due to a lack of understanding among some of the aids. Some of the noteworthy features of the parade were: A monster ship, navigated by the Hurck Bros.; Hal Greenwood in a balloon, probably intended to call attention to the resemblance his Star has to a balloon for getting up in the world; Alex Lewis and the Lawrin Bros., on bicycle, handsomely and tastefully trimmed; little Eddie Snitjer, representing the youthful George, with the inevitable hatchet, and a great many other novel and pretty designs. One of the prettiest machines was the tandem ridden by H. A. Lienhard and J. H. Child. The wheel was appropriately decorated with the national colors, and in the centre of it rose the proverbial cherry tree, with lanterns suspended for cherries. The riders were costumed as George and Martha Washington. Mr. Child was the Martha, and his "make up" was simply immense, though the taking of this character involved the sacrifice of his luxuriant mustache. I will state *en passant*, that it was just such self-denying acts as this that made the demonstration such a success. H. B. Pogus, as George Washington's body servant, "aged 127 years, 4 months and 8 days," made a great hit. He fell in alongside the George and Martha trike, and his trite remarks, clothed in the richest negro dialect, kept the spectators in the best of humor all along the line.

One of the most pleasing features of the affair was the splendid *esprit de corps* which the preliminary work developed. Missourians, Cycles and unattached worked fraternally together with a singleness of purpose and an absence of all envy or jealousy that was most commendable. The good effects of this united effort are bound to be felt for some time to come. Though the streets were crowded all along the line of march, and no police protection worth speaking of, there were few attempts at hoodlumism, and, with two or three exceptions, they were prompted more by mischievousness than viciousness. At no point was the procession marred or interfered with. One tough tried to commit suicide by hitting Alex Lewis in the mouth with a piece of mud, but he escaped scot free, for Alex was so encumbered with his elaborately decorated wheel that he could not leave it, but he got even with another, who tried to snatch one of his lanterns, by giving him a swinging kick square in the mouth. Some dentist got a job as a result of that incident. Another fellow threw a billet of wood at Ab Lewis. In picking out a victim he could not have made a worse selection. Ab caught him after a chase of about a block and proceeded to administer condign punishment. He had not quite finished when an officer appeared and stopped the performance. A kid seated on the curb was amusing himself by seeing how near he could put a stick to the wheels without getting it in the spokes. He was espied by one of the demon squad, who cut his enjoyment short by dropping a hat full of red fire in his lap. The smell of burning cloth accelerated the pace slightly at this point, but otherwise the incident was unnoticed, and there was plenty of red fire left. Two young men about town tried to drive through the line at Locust and Garrison Avenues, and were only prevented from doing so by the determined action of a few of the spectators, who held the horses and prevented the young men from going either forward or back. The parties are well known to many of the wheelmen, and their conduct was the result of too much "Buck." One of them is a heavy swell, in his own opinion, and prides himself on his good looks. He would have felt terribly mortified had his ivory been stove in and his nose set around under his ear, and yet that is about what would have happened had he succeeded in breaking into the line.

The participants are to hold a congratulatory meeting and banquet at the Calumet Club on Saturday night.

ITHURIEL.

NEWARK.

Only nine members of the Atalanta Wheelmen turned in mileage for April, the total of which was 1,375 miles. This month the club total of miles ridden will reach at least 5,000 miles.

At the last regular meeting five new members were elected, swelling the membership to thirty-three. It was decided to have an informal opening of the club-house with a "smoker," on Tuesday, May 14. Representatives from all the neighboring cycling clubs are expected, and those who come know how to enjoy themselves, and will have a good time. All come and help Eichorn drink his "milk."

On Tuesday last a party of Atalanta Wheelmen started for Morristown by way of Eagle Rock. They turned off to the left on the other side of the mountain, and struck a road half under water. They were compelled to walk at least five miles, part of that distance through water up to their knees. What fun it must have been to see President Miller wade!

The club runs of the Atalantas for May are as follows: Friday, May 10, 5 p. m.; route, Orange. Thursday, May 16 (moonlight), 7:30 p. m.; route, South Orange. Saturday, May 18, 5 p. m.; route, Rutherford. Friday, May 24, 5:30 p. m.; route, Montclair. Thursday, May 30, to the races, Irvington, and to Conair Island.

Visitors are always made welcome on club runs, and the boys always say the more the merrier.

SPARK.

JACK'S JOTTINGS.

A. M. Gooch, of Newton Centre, Mass., was a visitor to Westboro on Sunday. He showed the writer an ordinary bicycle of his own construction, which certainly was a staunch one, though light, carrying the 200 pounds which are the physical representation of Mr. Gooch here in the flesh, in first-class order. About 4:30 P.M. he started out for home, expecting to "do" the twenty-eight miles in something like three hours. He rides a 50-inch, and seems to have "power" to shift a wheel.

Westboro, Mass., is a clean little model village of some 6,000 inhabitants. The main industry is the manufacture of straw goods, such as ladies' bonnets, etc. "Men of straw" are not made here, as the employees are (nearly to a man) girls, and this branch of the straw trade has not yet been attempted. The town is strictly a prohibition town, so whiskey-drinking is *sub rosa*, and the "express" business from Boston especially good. Instead of men buying a single drink at a time, they buy a keg or a bottle or a demi-john, and the prohibitionists hug themselves about their fancied victory over the whiskey-drinker, whose appetite is only augmented by the fact that intoxicants are hard to get, and therefore more desirable.

The White Cycle Co. have the neatest, cleanest, most perfect factory I ever saw, and already employ fifty men. This number will be increased to seventy when the season advances.

According to the Boston Herald, President Foudrinier, of the Press Cycling Club, and editor of the *Cycling World*, has been spending all his leisure time during last week in entertaining J. Purvis Bruce and H. C. Priest, of the Quadrant Cycle Company, who are stopping in Boston for a few days. Canoe-sailing from the Puritan Canoe Club in South Boston Bay, pool-playing at the Boston Town Club and London Gaiety Co. distractions helped to keep the hours from hanging heavy. Mr. C. W. Foudrinier, who is Member of Parliament for the district of South Boston Bay and City Point, H. C. Priest, M. P. for Manhattan; and J. Purvis-Bruce, M. P. for Ripley, whiled away the hours on Centennial day by congratulating each other and H. G. Priest, of the Quadrant Cycle Co., England, insisted on singing:

"Rule, rule Britannia,
God save the queen,
Good old Manhattan,
The best that e'er was seen,"

and the strains of his mellow voice came near breaking the windows of the Town Club.

The absurd nonsense which was talked some time ago about men covering the knee in *races* on road or path, as *bare knees* were indecent has gradually disappeared before the more sensible attention which it received from men who knew what was what.

Bare knees can never be indecent in a road or path race. Tights worn on the under body are indecent and always will be, and it is a most cashish thing to wear them for ordinary riding purposes. The thing for road racing is fairly loose flannel trousers, cut off about two inches above the knee, the rest of the leg to the ankle *bare* and a black or blue sock worn turned down the shoe, though some riders prefer a tight fitting sock pulled up on the limb. For ordinary road racing, touring, etc., respectable garments (and not tights) should always be worn. You are supposed to be a gentleman, not an acrobat or tramp, clad in black underclothing, and the sooner you make up your mind to *put some clothes on* the better you will look, the better you will be treated by horsemen on the road, and the more rights you will have to the considerate respect of fellow creatures who break none of the rules of *decency* in regard to clothing.

But if you are a fat-headed lout, "keep on" riding in tights, but do not wonder if respectable wheelmen walk around you as if you were a white crow. Tights resemble a certain article of masculine apparel too closely to be decent. But what's the use of talking to the—n fool wheelman?

The howl against bare knees in racing recalls the following lines from the New York Tribune, a peculiarly cleanly paper:

"The naked hills lie wanton to the breeze;
The fields are nude, the groves unfrocked.
Bare are the shivering limbs of shameless trees;
What wonder is it that the corn is shocked!"

With tights there is no protection from draughts, the dust flies through the open material, and I have overheard the feminine criticism that they are just too horrid for anything—and they are.

I have often noticed that *cycles* as well as boats run easiest at night. Not long ago in Scotland, I rode from Melrose to Peebles in less than two hours. I left Melrose Abbey Inn at ten o'clock and reached Peebles at ten minutes to twelve. It is over twenty-four miles, and I had some bad hills to ride in the dark on a twenty-eight pound safety without lamp or brake. I had also to ride through part of Melrose, Galashiels, Clovenfords, Walkerburn and Innerleithen. I could not without great exertion have ridden the distance over these roads, bad and hilly, in the same time in daylight. When I got to Peebles I was quite fresh and remarked the time on the luminous old town clock. What the reason for this I do not know, but I think it is nevertheless true. Hills which I did not care about in the day time I have ridden at night. I remember riding some hills behind G. T. Langridge, of the North Road Club, one night when we were chased by a policeman in Kingston (Surrey), for being lamplamps. We dashed past him and up some lanes behind a dog cart, whose light helped us greatly on our way over the rough and hilly road to London. The hills were all ridden without fatigue, while in the day time they *feel* bad. The sight of a hill has something to do with it, just as they say beauty is all same in the dark. Who knows?

"Tea, well diluted with water (without "cinders" of a *spiritual* nature) and luke warm, will be found to be a first class drink for cyclists. Milk and soda (the washy stuff) is good, as is oat-milk and water; or the flour from rice in a little water. Lime juice, despite all statements to the contrary, is wash of the vilest kind, and ruinous to the gastric juices of the stomach. That is, the ordinary lime-juice with the turpentine smell to which *we* have been accustomed. Such as is found in the average road-house or tavern. There are other drinks which are more toothsome and taken in *proper quantities* are I think beneficial before a long ride. Bass' Ale and Dublin Stout are very strengthening. Tanglefoot is hurtful to cyclists and should be avoided, except a glass of pure stuff, well diluted with cold water (not iced) after a hilling race or ride. After a ride, but not to ride on.

"Happy the man, where'er he be,
Who loves a cup of fragrant tea,
But d—n the sanctimonious ass
Who scorns or dreads the name of 'Bass,'"

The man who conducts ("edits," as he says on the front page) the theatrical, pugilistic and dog-fighting *Whip* of Buffalo, a paper of the theatre-advertising programme type, has a cheek which Boulanger might envy. He calls himself "Pendragon," the world-renowned *nom de plume* of the English sporting authority who, in consort with "Dagonet"—George R. Sims (the second edition of the Prince of Wales)—edits the *Referee*, of London. This self-appointed American "Pendragon" had better leave his *nom de plume* on a peg in his office if ever he sets foot in England, or he may have some English "whip" laid athwart his shoulders.

This is a theft of the boldest and most contemptible sort. There is plenty of room at the top, and if this small-bored American counterfeit of a "Pendragon" wants to get there he should boost himself by his own and fair means, not by stealing the *nom de plume* of a writer who has written himself by gradual and honest stages to a foremost place in the English sporting press.

JACK.

BROOKLYN NEWS.

The Kings County Wheelmen have taken the initiative step toward forming a baseball league among the cycling clubs of this vicinity. A preliminary meeting was held at their rooms on April 22, and the matter was discussed in all its pros and cons, and the Secretary of the K. C. W. Baseball Club was instructed to notify the other clubs of their purpose. A second meeting will be held in the K. C. W. parlors on May 11, when each club desiring to participate in the proposed scheme is requested to send two delegates to represent them. Any communications should be sent to J. R. Bedford, Secretary K. C. W. B. C. The idea is the result of sundry discussions held last season, when the boys of the K. C. W. and B. B. C. occasionally rode out to the Parade Grounds with their bats strapped on their handle-bars and a pocket or so distended with a ball, and there practised batting out, or played a stuff game. There are a great many baseball enthusiasts among the Brooklyn wheelmen, and they should all fall in line with the K. C. W. and form a league whereby they might have an interesting series of games.

The Cyclists' Union has hired some men to remove the loose stones from Cobblestone Hill, which will materially lessen the discomforts of the wheelmen who are obliged to ride over it to reach the Park and other good riding grounds. It is a disgrace to Brooklyn that some of our principal thoroughfares are allowed to remain in such a disreputable condition. The Cyclists' Union cannot, with its present membership, undertake the expense of repaving a road or street, and their action in this case is about all they can do with the exception of "working" the authorities, which, I understand, they are doing. Another "rocky" street is Sixth Avenue. It was at one time macadamized, but all the foundation stones have worked up through the surface with holes at intervals along its entire length, so that it is now a dangerous surface to ride over at night. And this is one of Brooklyn's best residential streets! The Park Commissioners are repairing the West Side Drive between the Flatbush Avenue entrance and Third Street. Wheelmen may avoid the repairs and yet retain the best part of the West Side Drive by riding along the outside of the Park and going in at the Third Street entrance. The L. I. W. and K. C. W. have a fine course for pleasant little evening rides, in the ride along Bedford Avenue to the fountain, and any pleasant night one can observe some of the boys out for a little exercise. It is also a favorite ride for the ladies who live in that part of the city.

The Murphy Brothers, K. C. W., captured first and second place in the Titan A. C. games held at the M. A. C. grounds Saturday afternoon. Schoefer, B. B. C., came in third, and while returning to the city jumped from a car and renewed a sprain which he got while riding last winter.

Bancroft and Seixas, B. B. C., were seen *driving* down the road and in the Park several times lately, and I believe they have purchased a very nobby rig, and will use it more during the summer than their wheels. Two good men gone wrong.

Capt. Meeteer, accompanied by First Lieut. Fay and E. Williams, all of the Brooklyns, enjoyed a run to Babylon last Sunday, and report that the roads are in good shape. Brooklyn, May 7, 1889. ATOL.

NEW ORLEANS.

The second day of the entertainment for the benefit of the Home for Homeless Women, attracted a large number of visitors to Audubon Park on May 2. It was a day of excellent sport, deserving liberal patronage on its merits not to mention the worthiness of the cause. The affair proved successfully financially, which is the best reward to the noble ladies who unselfishly devoted their efforts to the charity.

The first part of the afternoon was devoted to bicycle races. Messrs. Harry Hodgson and B. C. Rea and R. Sherhouse were the judges. Mr. E. A. Shields the starter, and Messrs. C. E. Fenner and Harry Fairfax the timers.

The first race was for boys under 16 years, half-mile dash for a silver medal. The entries were:

	Age	Size of wheel inches.
H. Shaw	11	38
E. Dupre	13	42
Tony Golding	11	42
H. M. Hardie	14	46

Golding set the pace, Hardie passed him and led down the backstretch, and Dupre closed gradually, caught Hardie in the last turn and led easily in the stretch. Dupre won in 2:02½, Hardie second, Golding third.

The second race was a mile handicap for a gold medal. The following were the starters and handicaps:

A. M. Hill, N. O. B. C., scratch; B. M. Sprigg, 71 feet; Harold Christy, L. C. C., 120 feet; Jeff Frederick, 120 feet; W. M. Hathorne, L. C. C., 120 feet; E. M. Graham, 156 feet; Frank Born, 207 feet; Jack Dodge, 234 feet; W. C. Grevot, 244 feet; W. H. Renaud, 245 feet; Charles Shute; 300 feet.

Capt. Hill, the scratch man, was never in the race. Shute led for a quarter of a mile, with Hathorn spurting through the bunch a second, but in the stretch, in the first

round, Christy went by all of them and was never beaten. Hathorn held on to second place until the last turn, where Sprigg caught and passed him and made a good finish. Christy won in 3:23 1-5; Sprigg second, 3:24; Hathorn third, 3:30; Dodge, Frederick, Hill and Born following in that order; the others straggling in.

These races were so well contested that an extra half-mile dash, for a silver medal, was gotten up. The entries were I. Mehlig, of St. Louis and B. M. Sprigg, L. C. C. N. O. B. C.; W. C. Grevot, Chas. Shute, Jack Dodge, W. M. Hathorn and Jeff Frederick. Little Dupre ran for sport, but could not beat the big fellows. Frederick set the pace for a little, but Sprigg went out and rode a good race, winning in 1:37 1-5, Hathorn a good second, Frederick Dodge, Grevot and Shute following, the St. Louis man not finishing.

SAN FRANCISCO.

The bicycle races held under the auspices of the Bay City Wheelmen, at the Haight Street Athletic Grounds, yesterday afternoon, furnished a rare day's sport. The morning was dull and threatened rain. An early visit to the grounds showed the track—a quarter mile—in fine order, but a stiff wind was blowing. The track was measured and found to be six feet eight inches over in the lap. Owing to the procession in honor of the Washington Inauguration starting late, it was nearly 3 o'clock before the grounds presented a lively appearance. The first race was called soon after that hour. The wind was blowing down the finish very strong and interfered greatly with the riders.

As representatives of all the principal bicycle clubs in the State participated in the events the following table will explain the meaning of the different initials which appear in the subjoined report: B. C. W., Bay City Wheelmen; S. F. B. C., San Francisco Bicycle Club; G. C. W., Gaden City Wheelmen; S. J. Un., San José Unattached; O. L. W., Oak Leaf Wheelmen; Un., Unattached; U. W., University Wheelmen. The following are the names of the officials: Fred Russ Cook, referee; Edwin Mohrig, L. De vany and Frank F. Osborn, judges; George H. Strong, Richard Thompson and C. P. Fonda, timers; Sanford Plummer, starter; L. M. Hall, J. E. Bauer, C. B. Wheaton and Al Merigot, umpires; F. W. Pierson and W. E. Thompson, clerks; C. A. Angell and C. E. Elliott, scorers.

The starters in the first heat of the novice race were W. A. Shockey, B. C. W.; E. P. Hilborn, U. W.; E. F. Haas, U. W.; R. L. Ingram, S. F. B. C.; Thomas H. Doane, B. C. W.

Hilborn and Haas alternated in leading until the last lap, when Haas spurred and crossed the tape with a good lead; Doane second; Shockey a good third. Time, 3m. 14 3-5s.

The starters in the second heat were C. A. Howard, B. C. W.; T. W. Durrant, Un.; Henry Smith, G. C. W.; Joseph Desimone, G. C. W.; Paul Stockton, Un. The finish, between Smith and Desimone, was very exciting, Smith winning in the last spurt by a yard; Desimone second. Time, 3m. 14 2-5s.

The final heat was watched with interest, as a close race was looked for between Haas, Smith, Doane and Desimone. Doane cut out the pace and the clip was a very brisk one until half the distance was completed, when the riders began to open up gaps on each other. Haas, toward the finish, went to the front with a splendid spurt, and, although Smith made a great effort to remain in company with him, he failed in the last lap and Haas rode over the line an easy victor. Result—Haas first; Smith second. Time, 3m. 13 3-5s.

In the half-mile handicap the starters were J. E. Hickinbottom, O. L. W., scratch; R. L. Ingham, S. F. B. C., 30 yards; R. W. Turner, B. C. W., scratch; George T. Balch, S. F. B. C., 30 yards; F. E. Southworth, O. L. W., 20 yards; T. W. Gilmour, B. C. W., 40 yards; Alphonse Col, G. C. W., 25 yards. At the crack of the pistol Gilmour, from the limit mark, rode as hard as he could, with Hickinbottom, scratch, gaining gradually. At the lower corner Ingham and Southworth both went over and nearly brought Hickinbottom with them; he had to do some skillful riding to avoid them, and then went in pursuit of Gilmour, whom he caught 100 yards from the tape, and then followed as pretty a finish as was ever seen. Gilmour finished "all out," and the decision of the three judges was that he won by inches in 1m. 26 3-5s. Hickinbottom's time was phenomenal considering the heavy wind up the straight to the finish and the fact of the men falling in front of him in the first lap. Had the day been calm he could have beaten the coast record of 1m. 25s. for the distance.

The third event on the programme was a 3-mile handicap for which were entered Julius Smith, G. C. W., scratch; J. Desimone, G. C. W., 150 yards; J. E. Hickinbottom, O. L. W., scratch; Clive Weathers, G. C. W., 175 yards; F. E. Southworth, O. L. W., 120 yards; Thomas H. Doane, B. C. W., 175 yards; F. E. Richardson, B. C. W., 120 yards; Richardson, 207 away sluggishly but soon overtook the limit men and had a good chance to win, but he was nervous about the "hospital corner," and the consequence was he back-pedaled each time he passed the corner, and in the last mile Smith easily overtook and passed him and going in won as he pleased in 1m. 51 1-5s. 53a prison second.

Two riders started in the 1-mile university championship, namely E. P. Hillborn and C. E. Townsend. The race was the only "waining" race of the day and was won by Townsend. Time, 3m. 44 1-5s.

The 2-mile safety handicap brought out the following starters and resulted in a very interesting race: L. R. Cole, S. J. Un., scratch; C. B. Lakenau, U. W., scratch; W. A. Shockey, B. C. W., scratch; C. F. English, B. C. W., scratch; George T. Balch, S. F. B. C., 75 yards; C. N. Langton, B. C. W., 100 yards; George H. Siebe, B. C. W., 125 yards, Paul Stockton, S. J. Un., 125 yards. In the final mile the slow ones dropped out gradually until the field of battle was left to Lakenau and English. The former put on some excellent bursts of speed and held the winning position for a couple of laps. English, who was riding like a veteran, took premier position two laps from home and, responding to every spurt of Lakenau's, won a splendid race in the fast time of 6m. 31 4-5s., Lakenau second.

The ½-mile juvenile race was very amusing. Six youngsters started but three pushers-off did not get out of the way in time and in consequence three of them "croppered." They were by no means discouraged and started after the leaders, but they could not overtake Harry Button, who won looking around in 2m. 35., fairly good time for the distance.

The 1-mile handicap brought out the following contestants: J. E. Hickinbottom, O. L. W., scratch; F. F. Southworth, O. L. C., 40 yards; H. Smith, G. C. W., 60 yards; L. G. Hodgkins, B. C. W., 40 yards; Alphonse Col, G. C. W.,

60 yards; W. Needham, G. C. W., 60 yards. Hickinbottom rode the first lap very fast and had just got up with the field when Hodgkins went over through touching handle-bars with Southworth. This rattled Hickinbottom and he quit on the next lap. Southworth and Smith riding very strongly, had a lively "dust-up" at the finish, resulting in a win for Southworth, Smith second. Time, 3m 21.45.

The contestants for the two-mile university championship were C. E. Townsend and E. F. Haas. It was thought that Townsend would be a sure winner, but Haas, who was in splendid condition, cut out a lively pace in the last half of the race, and won a comparatively easy victory in 6 minutes 52.35 seconds.

Townsend could not hold his pedals in the last lap, but Haas proved a splendid rider and will be heard from again. The final event of the day was a five-mile handicap, for which were entered: Julius Smith, G. C. W., scratch; R. W. Turner, B. C. W., scratch, and J. E. Richardson, B. C. W., 200 yards.

Richardson had recovered from his nervousness about the bad corner, and took it much better and rode generally in better form than in the three miles. Smith on the contrary did not come up to his three-mile form, possibly because Turner rode lapping him for the five miles, something he was not accustomed to. Richardson held his handicap the entire distance, and won easily in 17:00 2-5. Smith and Turner had a determined spurt for second place, which resulted in favor of Smith by two feet.

The long programme was run off without a hitch, and although some bad-looking headers were taken no one was injured. The prizes were valuable and attracted all the crack riders within 100 miles of this city. The handicapping was excellent, especially as fifteen of the twenty-eight entrants had never previously ridden in a race, and consequently were without records for the handicap committee to work on.

A number of Eastern riders were in the audience, among them Messrs. Wirtner and Hughson, of Buffalo, Toie, of Louisville, and D. Wood, of the Manhattan Athletic Club, of New York.

May 1, 1889.

PROVIDENCE.

Mr. Howard L. Perkins, whose connection with cycling in this city and State has been long and active, and who is one of the most prominent members in the State Division and the R. I. W., has sent in his resignation to be released from all offices and committees with which his name is associated. Mr. Perkins is Vice Consul of the Division and *ex-officio* member of the finance committee, and is the special committee of the executive board selected to get up the league hand-book. He holds the office of Captain in the Rhode Island Wheelmen and is also Treasurer of that club. His resignation from all the various offices has been sent in to the Chief Consul of the Division and the President of the club respectively. By Mr. Perkins' retirement from official position in the Division and in the club both organizations are losers. His wide knowledge of and large experience in cycling matters made him especially valuable in official capacity, aside from the qualities of energy and sound sense on all matters pertaining to the interests of the organizations, that he possessed in high degree. Mr. Perkins has long been looked up to as one of the seers in things wheeling in this State, and he maintained an active appreciation of affairs that remains with too few cyclists when they have become "veterans." Mr. Perkins' business and his private affairs engage him so much that he feels obliged to relinquish his official connection with concerns outside.

The route of the spring club and ladies' run of the Rhode Island Wheelmen Monday, May 20, is as follows: Sharon to Boston, via Canton, Ponkapog and Milton Lower Falls, with an afternoon run to Chestnut Hill Reservoir and return. A circular will be issued by the committee shortly giving all details of the trip.

Three members of the Pawtucket Fire Department respond to alarms on safeties.

North Attleboro is practically without hotel accommodations, the famous league hotel, the Wamsutta, having made an assignment, and being closed up pending action by the creditors. The wheelmen most will hope for its early reopening, and for the quick recovery of mine host Davenport from his financial trouble.

Rev. E. B. Haskell, of the Baptist Church, Hope Valley, is the latest addition to the clerical cyclists in the State.

The committee of the Rhode Island Wheelmen on the Memorial Day tournament are laboring industriously and things are getting into shape. The Chairmen of the various sub-committees meet every Saturday night and hold special meetings occasionally beside.—*Providence Journal*.

TROY NOTES.

The bowling alley committee of the Troy Bicycle Club awarded the gold badge to John M. Van Arnam on the evening of May 1 for the best average in five games played during the Winter and Spring. The badge is of unique design and consists of pins and balls neatly arranged. Mr. Van Arnam's scores were 260, 288, 248, 277 and 275, an average of 270 nearly. There has been a lively competition among members of the club for this honor and the result has been greater proficiency in the art of bowling.

The *Telegram*, of Monday last, says: "A large number of the Troy Bicycle Club's riding members went on a run to Mechanicville yesterday morning. Raymond S. Coon, of Boston, was one of the party."

This is recorded as the first run of the season. It seems to me rather a late first run as the roads have been in condition some weeks.

I do not believe in regularly organized runs on Sunday. There may be no harm in riding quietly along out into the country to enjoy the beauties of nature, but publicly called runs and races held on Sunday do cycling and the persons who participate no good.

I ride on Sunday and enjoy a short tour in the afternoon, but a large party scorching along, racing with horses, etc., I hardly think is just the thing. It is no worse riding a wheel than riding behind a horse or walking on Sunday, but either one is wrong if improperly indulged in. The rector of our church uses his wheel on Sunday and thinks it a good thing, but what would we think should he race with every horse he overtook and scorched along with members of his church or others? There is no harm in riding a wheel on Sunday but (draw your own conclusions.)

May 7, 1889.

ORNH QUA.

Twenty-five Mile Road Race.

The Twenty-five Mile Road Race to be run over the Irvington-Milburn course May 30 has excited great local interest, and from the present outlook it bids fair to be the greatest road contest ever held in this vicinity.

The committee having charge of the details of the race held a long session at the office of THE WHEEL on Friday evening last. The rules adopted for the management of the race will be found in another column.

The entries close May 15, with A. B. Barkman, 241 Broadway. No entries received after that date will be considered.

The race will start at 11 o'clock sharp, and contestants who calculate for the usual hour's delay will "get left."

The handicapping committee, composed of Messrs. Wetmore, Barkman and Prial, will do their utmost to give every competitor a fair chance.

The following prizes have already been contributed:

Overman Wheel Co., a bicycle, ordinary or safety, valued at \$130; Mr. J. W. Spalding, a gold watch, valued at \$80; Mr. George R. Bidwell, a French marble clock, valued at \$50; Mr. F. P. Prial, a heavy-plate silver cup, fourteen inches high, lined with gold, valued at \$40; Messrs. Merwin, Hulbert & Co., an M. & H. double action revolver, gold plated barrel and pearl handle, value, \$25; Eastman Dry Plate and Film Co., a "Kodak" camera; William Halpin & Co., a "Waterbury" camera; Messrs. Holmes & Co., a Centennial jersey; The Butcher Cyclometer Co., a cyclometer; Mr. H. J. Hall, Jr., of Highland Mills, N. Y., a superb trout fishing outfit; Messrs. Ira Perego & Co., a wristlet, with silver watch; New York Bicycle Co., a sterling silver handled umbrella; Messrs. Singer & Co., prize not yet selected; Messrs. H. A. Smith & Co., prize not yet selected; Mr. Chas. Schwalbach, prize not yet selected.

The entries received to date are: Wilmington Wheel Club will enter nine men, names not yet given; Quotropp, O. C. W.; Beazley, K. C. W.; T. J. Hall, K. C. W.; Wilson, K. C. W.; W. H. and C. M. Murphy, K. C. W.; Steves, K. C. W.; F. B. Hesse, K. C. W.; Bensinger, K. C. W.; H. J. Hall, Jr., K. C. W.; Purvis-Bruce, Ripley Road Club; Schumacher, L. I. W.; Nisbett, N. Y. B. C.; Class, B. B. C.; Williams, B. B. C.; Waters, B. B. C.; Putney, Manhattan B. C.; A. C. Banker, New York; W. D. Banker, Pittsburgh, and L. H. Wise, L. I. W.

The headquarters of the competitors and officials will be at the Hilton Hotel. A large room has been hired at the hotel, which will be placed at the disposal of competitors and attendants.

RULES OF THE DECORATION DAY ROAD RACE.

TWENTY-FIVE MILE HANDICAP ROAD RACE.

To be held May 30, 1889, on the Irvington-Milburn course. Open to all amateur wheelmen who have never been professionals or promoters. Entrance fee \$1, to be sent to A. B. Barkman, 241 Broadway, New York, on or before May 15.

Special entry blanks must be filled out. Same can be had on application as above. The right to reject any entry is reserved.

GENERAL RULES TO GOVERN CONTEST.

The officers of the race shall be a referee, seven judges, five timekeepers, one starter, one clerk of the course and assistants, one scorer and nine assistants, two umpires and assistants, and two marshals and assistants.

REFEREE.

The referee shall have general supervision of the race during its progress, and shall give judgment on protests received by him; shall decide all questions or protests respecting foul riding, etc., of which he may be personally cognizant, or which may be brought to his notice by any other official. He shall decide all questions whose settlement is not provided for in these rules. His decision shall be final.

JUDGES.

There shall be seven judges at the finish. In case of a disagreement, a majority shall decide. Their decision as to the order in which the men finish shall be final.

CLERK OF THE COURSE.

The clerk of the course shall arrange the men in groups according to handicap ready for the start. Competitors must report to him promptly as their numbers are called.

UMPRES.

It shall be the duty of each umpire to oversee that part of the course to which he is assigned by the chief umpire, and to watch closely the riding, and immediately after the race to report to the referee any competitor or competitors whose riding may be considered unfair.

COMPETITORS.

Each competitor must be at the tape and in position according to handicap, and ready to start promptly at the time appointed. Each man competing shall be distinctly numbered. The start shall be made from a standstill by

push-off, and no call-back will be allowed under any circumstances after the leading men have started. Any competitor who is not on his mark and ready to start promptly on time will be placed with the first group starting after his arrival. Any competitor failing to finish race within two hours after the start shall not be entitled to a position. Competitors must be properly attired.

RULE OF THE ROAD.

The law of the road shall be strictly observed. All contestants must keep to the right, and when passing in the same direction must go to the left. Any violation of this rule shall be to the violator's peril, and in case of a foul he shall be ruled out.

The contestant reaching the turning point first shall have the right of way. No side paths shall be taken. Violation of this rule shall be judged a foul.

CHANGE OF MACHINES.

Contestants may change machines during the race, but they must at all times be with a wheel, and make no progress unaccompanied by a wheel.

PROTESTS.

All protests in regard to foul riding may be submitted to any judge or umpire, and shall be decided by the referee.

PACE-MAKING.

If clearly proven that any contestant submits by consent to pace-making he shall be liable to disqualification.

TIME OF EVENT.

The race shall start at 11 o'clock A. M. sharp, rain or shine.

L. I. W. RACE MEET.

The Long Island Wheelmen's second annual meeting will be held at the Brooklyn Athletic Club's grounds, corner De Kalb and Classon Avenues, Saturday June 15, 1889, at 3 P. M. Events, under L. A. W. rules:

- 1 Mile Novice, open.
- 1 and 3-Mile Handicap, open.
- 1 Mile Ride and Run, open.
- 1 4-5 Miles Relay Club Race (three men each club).
- 1 Mile Safety Race, open and handicap.
- 1 Mile Novice, B. B. C.
- 1 Mile Consolation.
- 1/2 Mile Run, open, A. A. U. rules.
- 2 Mile L. I. W. Club Handicap.

Entries close Saturday, June 8, 1889, with L. H. Wise, 1281 Bedford Avenue, Brooklyn. Entrance fee 50 cents, to accompany entry or not received. Relay race \$2 per club. Admission 25 cents. Reserved and numbered seats, 50 cents. Procurable at L. I. W. clubhouse, 1281 Bedford Avenue. Handicapper, F. P. Prial, WHEEL. Gold and silver medals to first and second on all events. Banner to winning club in relay race.

Distances on Long Island from Prospect Park, Plaza entrance.

South Gate via West Drive.....	2
" " " Circuit.....	2 3/4
Olmsted " West Drive.....	3 3/4
Howes " " ".....	4 1/2
Bath " " ".....	6 1/2
" " " Kings Highway.....	7 1/2
Coney Island.....	7 1/2
Sheepshead Bay.....	7 1/2
Canarsie Beach.....	7 1/2
Bay Ridge (Shore).....	6
Fort Hamilton via Parkville.....	8 1/2
" " " Kings Highway.....	9 1/2
East New York " Atlantic Avenue.....	1 1/2
Jamaica (Petitts).....	7 1/2
Queens.....	10 1/2
Hyde Park.....	14 1/2
Garden City.....	17 1/2
Hempstead.....	19 1/2
Roslyn.....	21
Amityville.....	24 1/2
Babylon.....	38
Islip.....	45 1/2
Patchogue.....	57 1/2
Far Rockaway via Hempstead.....	60 1/2
Fountain to Fountain (Bedford Avenue)....	6

THE CAMBRIDGE CLUB MINSTRELS GIVE THEIR ANNUAL SHOW.

The Cambridge Bicycle Club gave its annual minstrel show last Thursday evening in Union Hall, Cambridgeport, before a good-sized audience. Some of the local hits of the end men were capital, and the audience was quick to "catch on." The topical song, "What Would Be Left in It Then?" sung by the author and composer, Mr. A. B. Davenport, was well received. The remainder of the programme was given by Walter E. Stone, "Meet a Coon To Night," F. L. Torrey, "Farewell, Marguerite," H. H. Burns, "Whistling Coon," A. R. Torrey, "Little Fisher Maiden," W. C. Curtis, "Up Dar in de Sky," J. J. Coleman, "Marriage Bells," selections by the orchestra, glee club and Cambridge Banjo, Mandolin and Guitar Club. Mr. John Amee acted as interlocutor, Henry J. Ballou as musical director, and the following as end men: Walter E. Stone and W. C. Curtis, bones; A. B. Davenport and H. H. Burns, tambos.

During the performance several of the talent were presented with floral designs. The programme was in the form of a souvenir, and was a very handsome affair.

K. C. W.'s RACKET.

I had to go over to Brooklyn on Wednesday night; I didn't want to go, but the managing editor said that the K. C. W.'s racket must be reported. The affair was stag, and was tendered to the L. I. W., many of whose members were present.

A stage had been erected at one end of the K. C. W.'s ample front parlor, or rather in a room connecting the front and back parlors, and from this eminence the talent was let off. About one hundred men were present, and the gathering included all the "good people," by whom I mean the men who run Brooklyn's Clubs. Among those present I ran across President Bridgman, T. C. Crichton, George Courtenay, "Charl," and "Miles" Murphy, the road fiends; "Tom" Hall and "Tom" Beazley, scorchers from way back; G. D. Neppert, Harry Hall, Jr., who wants to be at scratch in the road race—laudable ambition; R. W. Steves, future champion; J. P. Stevens, of the race meet committee; "Cap." Marion, Bagnall, scribe of the *Times*; Riefschneider, scribe of the *Press*; Roberts, scribe of the *Citizen*. The Long Island braves were out in force. I saw President L. A. W. Luscomb, with his attendant luminaries "Doc." Gilfillan and Frank Shaw; Michael Furst, Lieut. Wise, "Cap." Mabie, President L. I. W. Mabie, Clarke, Isaacson, Harris, and a host of others.

The most exciting sport of the evening was the boxing. Mr. William Robertson, Brooklyn A. C. acted as master of ceremonies. The first pair were two Brooklyn men, Messrs. Lutz and Schuster, both heavy men, who furnished good sport in three rounds and a wind-up. Lutz, being the cleanest hitter and delighting in quick work, Schuster relying on rushes and strength.

The next pair were two Pastime men, Messrs. Steffins and Donoghue. Donoghue was quick as a cat, and worked his arms nervously, getting in some telling blows. Steffins presented a good front and gave as good as he received. This was the liveliest bout of the evening. The other pairs were Messrs. Fenton and Finn, and Bensinger and Pettitt, the latter pair giving a good show.

Mr. Clarke cleverly recited a parody on Poe's "Raven," in which it appeared that a stupid "donk," of Celtic extraction, wandered into the cabin of a native Hibernian. "Donk" stupidly reiterated the name of Mary Moore, name of girl worshipped by native. Patrick got "hunk" on the "donk" with the aid of a blackthorn. Mr. Whymper, K. C. W., gave an excellent violin solo. Dr. Plympton gave a better than ordinary seance of magic and spiritualistic manifestations, and told the boys how it was done; Mr. F. W. Knight gave negro imitations. After the entertainment the boys adjourned to the wheel-room, cleared for the occasion, where refreshments were served.

"Doc" Gilfillan has ridden 1300 miles this year; splendid record for a man of his age and physique. The "Doc" is after a medal.

Charley Schwalbach has been riding a "goat," not a rear-driver, but that mysterious animal which it is generally supposed a newly-initiated Mason rides.

Twenty-five per cent. of the L. I. W. are Masons. Frank Shaw has reached the 32d degree, and is now a Prince of the R. S. and Master of the G. S.

There is lots of big scorching being done in the Park. It is said that the handicapping committee have touts out in the Park who hold watches on every man around the circuit. This is untrue, however; it is merely a rumor. T. L. Wilson was going like snakes, but took a bad header a few days ago. Tom Hall is riding very fast; so is Beazley. Miles Murphy is piling up miles, but the number is a dead secret. The Murphy brothers are the greatest pot hunters and mile hunters on wheels.

TITNAM.

The Wheel is still pegging away at the road improvement question, and from the pertinacity and knowledge of the subject displayed by the editor, much good can be expected. After all, this matter of road improvement is the most important function of the League, and if the subject were given the attention it deserves, much good would result. The agitation of the subject will do more to bring the L. A. W. into prominence, and aid it in proselytizing than all the race meets and junketing tours, to which some of its leading officers seem so partial. *The Wheel* can be relied upon, let the other cycle papers fall into line. In the language of a shrewd, but rather illiterate merchant of this city, "A good copy is better as a bad original."—*Pittsburg Bulletin*.

CURSORY TRAINING.

With the opening of the racing season there will be many hundreds of young men who, while having neither opportunity, time nor inclination to indulge in that systematic course of path training to which our champions and other fliers of note resort, still have the desire to undergo some sort of rough preparation for the fray which they anticipate in the local or other sports, or in their club championship, and to these a few words may not be out of place. In the first place, we take it for granted that if there is a track handy there the tyro will go, but as tracks are a rarity, we deal with the road. Beyond everything must be remembered the old adage, "Practice makes perfect," and, indeed, for such cursory training as we refer to practice is the main thing. The distance for which the novice desires to prepare himself should be ridden over daily, not at top speed, but at a good swinging pace nearly equal to it, and this should be continued until the rider can easily get over the distance without "blowing," and feel he can raise a 200 yards sprint at any time to the finish. This sort of practice will consolidate his staying powers, and then he may turn his attention to speed, and, selecting some straight road with good surface and free from traffic, he can indulge in short bursts at the highest speed he is capable of, putting every ounce in, setting himself first a distance of about 100 yards, and gradually increasing this distance up to, say, 250 yards, or a bit more if he feels himself able. Two or three of these speed bursts a day will be quite sufficient, and when he can go the distance he has set himself without feeling the strain on his lungs, he can try the full distance again as before, and see if he can carry his sprint thought at the end of it, and practice it until he can. To the average individual, whose mornings and evenings only are at his disposal for training, we would advise no sprinting before breakfast—let all this work be kept for the evening. If, after his practice, a bath or good rub down and a change into dry garments can be had, so much the better; and we would here advise no one to do any hard riding on the road in other than woolen underclothing, and to be careful to put a neck-wrap on and button up the coat closely when dismounted or ceasing to ride fast. In regard to diet much nonsense has been written in the past, and our novice, beyond refraining from over-indulgence in either food or drink, and eschewing those things which his own experience teaches him do not agree with his internal economy, need not trouble himself. He should, in fact, live "well and wisely." For the man who rides either safety or tricycle, and while occasionally racing on path or good grass courses, has to do what training he does upon the road, we can here give a tip from our own experience in years gone by, which is to use the same machine—a semi-racer—but have two gearings fitted. All that will, with most machines, be required for this will be a spare crank-bracket, wheel and chain. Let him then use the lower gear upon the road, and shift his gear for the higher one for path or good grass work. For a rough grass course, naturally, he would use his road gearing. The reason for this is—and everyone who rides on a track for the first time will find it out—that the running is so much easier that the machine runs away from the rider practically—i. e., using the same exertion.

Before and after his training he should rub himself well down with a coarse bath towel, and may follow this up by an application of flesh gloves. By this means the perspiration is all removed, and there remains no unpleasant feeling of stickiness for the rest of the day. A bath, when the training is over, is most enjoyable, but does not agree with everybody, and unfortunately, the proprietors of most tracks in Scotland look upon bathing accommodation as quite an unnecessary luxury.

The old ideas of having to eat half-raw beef-steak and eschewing everything in the way of vegetables, and getting up at five o'clock in the morning when in training for any kind of athletic exercise, have fortunately exploded. And for cycle-racing, it is not of so much importance to diet oneself with care, as, for instance, for foot-racing. To our mind the less that the cyclist, in training, deviates from his ordinary feeding the better. It is always well to avoid pastry, plum puddings and anything very indigestible, but vegetables and fruit taken in

moderation are anything but harmful. For breakfast, porridge, and some fish, eggs, steak, or chops; for dinner, almost anything, except what is mentioned above; for tea, omitting the porridge, the same dishes as mentioned for breakfast, may safely be recommended. A little beer or stout may be taken to dinner.

The adage of "six hours' sleep for a man, seven for a woman and eight for a fool," does not apply to the man who is training. He wants plenty of sleep, and should have eight hours at least in bed every night if he can manage it. A short walk, or five minutes with a pair of light dumb bells and a cold bath should precede breakfast. But any very violent exertion on an empty stomach is very bad for one, whereas a few minutes of exhilarating exercise will sharpen one's appetite wonderfully, and assist digestion. As we have already observed, a cold bath does not agree with everybody, and if there is the least feeling of chill or discomfort of any kind after it, it should be stopped.

In the course of a few months, it may be weeks only, the rider may become "stale." He will first have reached a certain stage of perfection, and then commenced to go backward. There is a feeling of weariness, of lassitude, and usually very little flesh on his bones. A week's road riding, and fairly liberal potations of beer and stout, unless the subject is a rabid teetotaler, will often have a wonderful effect. But if it is near the end of the season when the "staleness" comes on, it will be as well to give up path work and enjoy the few riding weeks remaining with road work.

While we do not recommend much road-riding when in training for laurels on the path, a club run once or twice a week will do little, if any harm.

We have, of necessity, made our remarks of a very general nature. This is not a treatise on training, but a few unambitious hints; and the idiosyncrasies even of athletes are so varied that the course of training suitable for one man might, in a fortnight, hopelessly ruin another's chance of success for a whole season. The novice will, in course of time, find out for himself how best to make the most of his athletic talents, but to one thing he may as well make up his mind at once—if he hasn't got the right stuff in him, if he train until Doomsday he will always make a poor show.

RIDING A BICYCLE UNDER WATER.

BOSTON, May 5 (Special).—*The Globe* is responsible for the following story: The recent sinking of the little steamer Carlotta in the Merrimac River, just below Mitchell's Falls, was marked by a wonderful feat of a bicyclist. James Webb and several other wheelmen were on the deck of the steamer. Webb was mounted on his bicycle doing the "standstill" act. The Carlotta, under full head of steam, made a rush to ascend the rapids, but before reaching them a little rope broke and the boat was thrown out of her course. Going at a high rate of speed, she struck on the smooth ledge which rises out of the water at the foot of the falls with such a force that the boat was carried half her length on the slippery surface. The propeller then broke on the rock, and the Carlotta sank like a bar of lead. Webb's friends all managed to swim ashore with no more damage than a thorough wetting. But Webb and his bicycle were thrown over the side of the vessel and sank immediately. Webb is thoroughly at home in the water, and when he went overboard he did not think of letting go of his bicycle. It was too valuable to lose. The wheel must have slid down between two stones, for when the machine struck the bottom it remained upright. Instinctively Webb's feet sought the pedals, and, putting forth all his muscle, he actually propelled the bicycle over the hard, sandy bottom, and up the ledge for a distance of sixty feet. It can be easily imagined what a cheer greeted the appearance of his head above the water. There have been some people skeptical enough to doubt this performance, but when shown through a water-glass the wheel's track in the sand they have been promptly convinced. Webb has become enthusiastic over submarine cycling, and says that as soon as he can devise some way of keeping up the supply of air he will try for a one-mile bicycle record under water. He is prepared to receive challenges.—*New York Tribune*, May 6, 1889.

FIXTURES.

- May 10, 1889.—Twelfth Regiment Games. Entries close May 4 with C. J. Leach, P. O. Box 3,201.
- May 11, 1889.—Harvard Bicycle Club Open Amateur Race Meet at Cambridge, Mass. Entries close May 4. Address R. H. Davis, Cambridge, Mass.
- May 13-18, 1889.—Chicago Cycling Exhibit and Tournament, Exposition Building.
- May 18, 1889.—F. A. Elwell's European Party sails from New York.
- May 18, 1889.—Stone-Lumsden 1-mile Match Race, at Chicago, Ill.
- May 18, 1889.—S. I. A. C. games at West New Brighton, S. I. Two miles bicycle handicap. Entries close May 11, with F. W. Janssen, P. O. Box 125, N. Y. City.
- May 25, 1889.—Stone-Lumsden 3-mile Match Race, at St. Louis, Mo.
- May 27, 1889.—Stone-Lumsden 25-mile Match Race at Crawfordsville, Ind.
- May 30, 1889.—N. J. A. C. 1½ mile and 3-mile handicaps. Entries close May 22, with A. M. Sweet, P. O. Box 262, Bergen Point, N. J.
- May 30, 1889.—Maine Division Meet, at Biddeford, Me.
- May 30, 1889.—Bicycle and Athletic Tournament and 2-mile L. A. W. Championship Race at Narragansett Park.
- May 30, 1889.—Pullman Road Race, Chicago to Pullman.
- May 30, 1889.—Twenty-five-mile Handicap Road Race, Irvington—Milburn course. Entries close May 15th with A. B. Barkman, 241 Broadway, New York.
- May 30, 1889.—Rhode Island Wheelman's Race Meet at Narragansett Park, Providence, R. I. Entries close with C. E. Campbell, Providence, R. I.
- June 4, 5, 6, 1889.—Kansas Division Meet at Forest Park, Ottawa, Kansas.
- June 8, 1889.—Century Run, Orange, N. J., to Philadelphia. Chairman, L. A. Clarke, 25 Broad Street, New York.
- June 15, 1889.—L. I. W. Race Meet at Brooklyn Athletic Grounds. Entries close June 8 with L. N. Wise, 1,281 Bedford Ave., Brooklyn.
- June 15, 1889.—Two-mile Bicycle Handicap at New York Athletic Club Grounds, Travers Island.
- June 28, 29, 1889.—Kings County Wheelmen's Annual Meet at Washington Park, Brooklyn. Address W. C. Nellis, 1,255 Bedford Avenue.
- July 2, 3, 4, 1889.—League Meet at Hagerstown, Md.
- July 4, 1889.—Race Meet at Brownsville, Pa.
- July 20, 1889.—One-mile and 25-mile Bicycle and 5-mile Tricycle N. C. U. championships at Paddington, Eng., race track.
- July 27, 1889.—One-mile and 25-mile Tricycle and 5-mile Bicycle N. C. U. Championships at Paddington, Eng., track.

CHICAGO TOURNAMENT ENTRIES.

ONE-MILE, SCRATCH.—Percy Stone, St. Louis; George Beard, Lew Flesher, Frank Seifken, Omaha; H. L. Kingsland, Baltimore; Bryson Burroughs, Cincinnati; W. D. Sherriff, California, Mo.; T. T. Roe and A. M. Luce, Chicago.

ONE-MILE, NOVICES.—F. H. Tuttle, H. F. Beckman, W. H. Arthur, L. M. Cope, W. S. Farrant, H. E. Loveday, Albert Kuehnel, H. A. Kohler, A. L. A. Wallace, F. L. Chase, Jr., and R. G. Goodrich.

ONE-MILE (men who have never raced).—F. H. Tuttle, H. F. Beckman, R. H. Goodrich, W. H. Arthur, L. M. Cope, W. S. Farrant, H. E. Loveday, P. K. Tyng, C. J. Guthrie, J. R. Black, A. Kuehnel, A. L. A. Wallace and F. L. Chase, Jr.

ONE-MILE HANDICAP.—Bryson Burroughs, Cincinnati; Percy Stone, St. Louis; C. C. Peabody, Will Pixley, George Beard, Lew Flesher and Frank Seifken, Omaha; H. L. Kingsland, Baltimore; W. D. Sherriff, California, Mo.; R. H. Goodrich, Braidwood; C. J. Guthrie, Englewood; Alfred Barrett, Victoria B. C., Birmingham, England; O. Wimmerstedt, A. M. Luce, F. E. Spooner, F. Bodach, F. H. Tuttle, H. S. Evans, A. W. Harris, R. Richardson, O. D. Richardson, T. T. Roe, H. G. Perry, W. H. Arthur, W. S. Farrant, J. C. Harrington, H. E. Loveday, F. Riggs, Geo. Thorne, J. R. Black, H. A. Kohler, J. Thiele and A. L. A. Wallace, Chicago.

FIVE-MILE HANDICAP.—Same as 3-mile, except Bodach, Loveday and Thorne.

TEN-MILE, SCRATCH.—A. E. Lumsden, T. T. Roe, F. E. Spooner, Chicago; C. C. Peabody, Geo. Beard and Lew Flesher, Omaha; H. L. Kingsland, Baltimore; Bryson Burroughs, Cincinnati; Bert Myers, Peoria; Percy Stone, St. Louis; F. Seifken, Omaha.

QUARTER-MILE, SCRATCH.—O. Wimmerstedt, F. E. Spooner, Geo. P. Washburn, H. F. Beckman, T. T. Roe, H. E. Loveday, Frank Riggs, H. A. Kohler, Chicago; Alfred Barrett, Birmingham, England; Percy Stone, St. Louis; Geo. Beard, Frank Seifken and Lew Flesher, Omaha; W. D. Sherriff, California, Mo.; H. L. Kingsland, Baltimore; Bryson Burroughs, Cincinnati.

THREE-MILE TEAM RACE.—Chicago, Illinois, Lincoln and Douglas clubs, Chicago, and Omaha B. C.

CLUB DRILL.—Illinois C. C., Douglas C. C. ONE-MILE ROAD, SAFETIES.—Bryson Burroughs, Cincinnati; Bert Myers, Peoria; H. L. Kingsland, Baltimore; John Mason, A. L. A. Wallace, Chicago; Geo. Beard, Frank Seifken and Lew Flesher, Omaha.

THREE-MILE HANDICAP.—Percy Stone, St. Louis; Alfred Barrett, Birmingham, England; Lew Flesher, Geo. Beard, Frank Seifken and Will Pixley, Omaha; H. L. Kingsland, Baltimore; W. D. Sherriff, California, Mo.; Bryson Burroughs, Cincinnati; Bert Myers, Peoria; C. C. Peabody, Omaha; O. Wimmerstedt, A. M. Luce, F. E. Spooner, F. Bodach, F. H. Tuttle, H. S. Evans, T. T. Roe, H. E. Loveday, Geo. A. Thorne, J. R. Black, A. Kuehnel, A. L. A. Wallace, Chicago.

TWO-MILE, 6:20 CLASS.—Will Pixley, Lew Flesher, Frank Seifken and George Beard, Omaha; Bert Myers, Peoria; W. D. Sherriff, California, Mo.; Albert Kuehnel, G. A. Thorne, Frank Riggs, H. E. Loveday, T. T. Roe, H. F. Beckman, F. H. Tuttle, F. E. Spooner, O. Wimmerstedt, Chicago.

TWO-MILE, SAFETY.—John Mason, G. P. Wintemute, E. L. Thornton, Chicago; Percy Stone, St. Louis; Frank Seifken, Lew Flesher and George Beard, Omaha; H. L. Kingsland, Baltimore; W. D. Sherriff, California, Mo.

TWO-MILE, L. A. W. MEMBERS.—F. E. Spooner, A. M. Luce, F. Bodach, O. Wimmerstedt, F. H. Tuttle, H. S. Evans, T. T. Roe, H. E. Loveday, H. A. Kohler, F. L. Chase, Jr., Chicago; Percy Stone, St. Louis; Bryson Burroughs, Cincinnati; H. L. Kingsland, Baltimore; W. D. Sherriff, California, Mo.; George Beard, Lew Flesher and Frank Seifken, Omaha.

TWO-MILE, TANDEM.—H. L. Kingsland, T. T. Roe, Frank Riggs and A. E. Lumsden.

ONE-MILE RIDE AND RUN.—Bert Myers, Peoria; H. L. Kingsland, Baltimore; George Beard, Lew Flesher and Frank Seifken, Omaha; Percy Stone, St. Louis; T. T. Roe, Frank Riggs, E. L. Thornton, Chicago.

TWO-MILE, HANDICAP.—Bryson Burroughs, Cincinnati; W. D. Sherriff, California, Mo.; Will Pixley, George Beard, Lew Flesher and Frank Seifken, Omaha; Percy Stone, St. Louis; C. C. Peabody, Omaha; Alfred Barrett, Birmingham, England; A. M. Luce, O. Wimmerstedt, F. H. Tuttle, H. S. Evans, T. T. Roe, H. E. Loveday, George Thorne, J. R. Black, A. Kuehnel, Chicago; H. L. Kingsland, Baltimore.

ONE-MILE, SAFETY.—Percy Stone, St. Louis; H. L. Kingsland, Baltimore; George Beard, Lew Flesher and Frank Seifken, Omaha; F. E. Spooner, John Mason, O. D. Richardson, T. T. Roe, G. P. Wintemute, John Thiele, E. L. Thornton, A. M. Harris, Chicago.

ONE-MILE, LOCAL.—O. Wimmerstedt, A. M. Luce, F. E. Spooner, Frank Bodach, F. H. Tuttle, O. D. Richardson, H. E. Loveday, F. Riggs, George A. Thorne, J. M. Crennan, C. J. Guthrie, Albert Kuehnel, H. A. Kohler, A. L. A. Wallace, F. L. Chase, Jr.

ONE-MILE, BOYS UNDER 16.—Will Pixley, Omaha; R. Richardson and James Levy, Chicago.

ONE-MILE, 3 MINUTE CLASS.—W. D. Sherriff, California, Mo.; George Beard, Lew Flesher, Frank Seifken, Omaha; Albert Kuehnel, Frank Riggs, F. E. Spooner, T. H. Tuttle, O. Wimmerstedt, H. F. Beckman, H. E. Loveday.

ONE-MILE, FLYING START.—H. L. Kingsland, Baltimore; Bryson Burroughs, Cincinnati; George Beard, Lew Flesher, Omaha; Frank Seifken, Omaha; Percy Stone, St. Louis; A. L. A. Wallace, H. E. Loveday, T. T. Roe, F. E. Spooner.

THE ENGLISH RACE PATH.

The "Big Four" this year will be Synner, Osmond, Illston and Furnivall, all of whom, Illston excepted, will ride Humbers. Illston will mount a Rudge. Synner, Osmond and Illston are big men; Furnivall has not grown much since his visit here. Synner will probably show improved form over last year, and is capable of 2.28 or .29 for the mile. Osmond is a 2.30 man, and Furnivall has done as square a 2.30 trial as ever was clocked, and he should improve for the rest he has had. Illston has been off the path for a year, having been suspended on a charge of makers-amateurism. Great things are expected of him.

Rowe's 2.29 4-5 is likely to go by the board this year. If the English makers covet the record, they can hire amateurs who can beat 29 even. More value is attached to an amateur than to a professional record. It is a much better "ad."

Many of the crack English amateurs and English pros. are employed by makers. Their salaries range from 25 "bob" to £2, which they consider quite a good salary.

The racing season at Leicester opened April 20. F. W. Allard, 35 yards start, won the professional mile handicap in 2m. 48 4-5s.

Osmond, scratch, won the mile handicap at Coventry on Easter Monday; time, 2m. 46 4-5s. The quarter mile scratch bicycle race brought Illston and Osmond together. Illston won his heat in 38 4-5s.; Osmond had a walk over in his preliminary. In the final Osmond won inside position on a toss, and getting away first won by a foot; time, 38 3-5s.

Howell, the professional champion, defeated English, Lee and other fast men in a two mile handicap, run at North Shields on Easter Saturday; time, 6m. 33 4-5s.

Arthur Du Cross, Synner and Kilkelly competed at Ball's Bridge, Dublin, on April 27. Du Cross, with 140 yards start, won the mile bicycle handicap. In the four-mile handicap Synner was giving Kilkelly 75 yards start, but lost by more than his handicap, the latter winning in 15m. 03 4-5s. Arthur Du Cross showed splendid form in the mile tri-cycle handicap for scratch in 2m. 57 4-5s. Synner and Kilkelly, the fastest men in England and Ireland respectively, met on the three mile scratch race. The pace was waiting. Turning into the home stretch, Kilkelly had a lead of several yards, but the tire of his wheel came off and threw him. Synner dismounted but Kilkelly was too badly cut to remount and the English champion won the challenge cup. Synner showed a splendid performance in the mile handicap, riding eight yards behind 2m. 39 1-5s.

S. G. WHITTAKER RETURNS TO AMERICA.

Stillman G. Whittaker arrived from England on Tuesday, April 30. Whittaker had not heard of our centennial high jinks and he was much bothered at the crowds, the parading and general bustle of celebration. He at once hurried to a small town near the Hub, where he remained until Friday, reaching New York Saturday and leaving for Chicago on Saturday evening.

Whittaker sailed on March 17 with the "real" American team, called the "Yankee" team by the English, composed of Whittaker, Crocker and Knapp, managed, bossed and manipulated by the "only" Eck. The team arrived in England after the bogus American team had skimmed all the cream, so that prosperity was a stranger to them for many moons. In fact, the team just about managed to get their passage money for home.

But Whittaker did not return with them. He had broken his collar bone and was unable to ride. Crocker, whose acquisitive talent is developed to miserliness, objected to Whittaker burdening the team and he was left to shift for himself. He found a good friend in Mr. J. K. Starley, of J. K. Starley & Co., the original makers of dwarf safeties. Whittaker went into training and made some remarkable road and path safety records, lived well, made friends and returned home, the richest of any of the members of the "Yankee" team. In conversation, Whittaker made many interesting observations on cycling abroad.

"I have had my eyes opened to cycling; we have no real cycling in this country. The English roads are very fine but not finer, if as good, as many of Indiana's roads. The French roads are very fine. Cycling is almost as popular in France as it is in England.

"The safety is king pin in England; but few ordinaries are ridden, fewer sold and hardly any made. The largest English makers do a large continental trade. Almost the entire product of Rudge & Co., is sold in France, through De Civry, their agent at Paris. It is rumored that several English firms will be directly represented in the United States next year.

"Mr. J. K. Starley, a very fine gentleman, will come over this summer. He is the head of

J. K. Starley & Co., who have agents over here now. Mr. S. Golder, of the *Cyclist*, will also be over during the riding season. He will tour among the mountains, probably in the far West. He makes a similar trip every year, spending last summer in Norway.

"I found the English people very kind. Their crack amateurs are big men and put up wonderfully compared with our American amateurs. With such men as Synyer, Osmond and Illston, Crist and Windle have very little chance on account of their small size. A good big man is better than a good little man every time, you know.

"My principal work was done on the safety. My greatest performances were a half mile on the path in 1m. 9 2-5s.; 21 miles 126 yards in the hour, made in France August 15, and my 21 miles 380 yards at Long Eaton, in which trial I was seven seconds ahead of Rowe's record at eleven miles. I regard Rowe as the fastest man in the world on an ordinary, but Howell is the greater rider—has more heart and more head than "Billy." You can't do anything on the English professional path unless you are in with the gang. They are up to all sorts of games and it is hard to beat the combination unless you are in good favor with them. Temple I regard as Rowe's inferior.

"I have brought over eight machines with me, including a 22lb. racing safety, a J. K. Starley 32lb. lady's roadster, a 22lb. ordinary racer and a Rudge lady's safety. Many English ladies ride the trike; few ladies ride bicycles in England. The tandem safety is a go and is very popular with scorchers. The triplet is just making an impression. This is the fastest type yet invented. With two others up I have made a mile in 2m. 27s., and two miles in 5m. on the road from a stand-still start. We won the road race from Buckden to Peterborough, 21 miles, in 1h. 7m., and have ridden 20 miles on a hilly road course in 1h. 6m.

The English do not buy new mounts every year as American do. They prize their old wheels—"old corks" they call them—and the older they are the more highly they value them. They haven't enough money to buy as often as the Americans do. Besides, the dealers do no exchanging business.

"I am entirely done with professional racing, at least for the present. I shall make an attempt to be reinstated. I understand that it will be a difficult job, but I hope to succeed. I was first suspended on an unjust accusation. I have always ridden straight as a professional. My connection with the McCurdy-Chicago fiasco can be explained away. Circumstances made it impossible for me to tell my side of the story. It will now come out. I am entirely done with teams. I shall not clique with Eck, Morgan or any of that party. I was taught a good lesson and will now ride for myself. I hope to represent Messrs. Gormully & Jeffery on the road this season. I expect to appear on the path and road, but I want to ride as an amateur. Professionals have a bad name in this country; a professional has no status here and perhaps they are somewhat to blame for it."

PRESENTATION TO S. G. WHITTAKER.

On Tuesday evening, April 17, a select meeting was held at the Hare and Hounds Hotel, Keresley, for the purpose of presenting a gold medal to Mr. S. G. Whittaker, the American safety champion of the world, in commemoration of his record ride last year at Bordeaux, and for the half-mile record at Buckden, on a "Rover" safety cycle. Mr. J. K. Starley, of the well-known firm of J. K. Starley & Co., presided at an excellent spread given previous to the presentation. After the cloth was cleared and the usual formalities gone through, the chairman, briefly referring to the object of the gathering, said that it would be remembered last year Mr. Whittaker did a tremendous performance on a "Rover" safety, at Bordeaux, and also at Buckden, early in this year, which so pleased him (the chairman) that he resolved to present their friend with the medal to commemorate the event, as they were now on the eve of Whittaker's departure for America, where he hoped good fortune awaited him. The chairman went on to say: You will readily understand that these safety records are more interesting to me than to most manufacturers, as I have identified

myself more particularly with this machine than any other, excepting perhaps the old "Meteor" now extinct. I may mention I was so much impressed with the points of advantage that could be introduced into the "Rover" and lead me to make this machine, that the old firm were at one time on the point of calling the machine "The Future Cycle." Time has, however, proved that the name "Rover" is a far more taking one. We have had Americans over here reputed to be very fast men, but very few records have been wrested from English riders except the safety records which have been established by S. G. Whittaker on the "Rover." An Englishman always admired pluck and endurance, from whatever country it came, and he was sure they were only too pleased to give all honor to Mr. Whittaker for what he had done since he came to this country, and he believed he was the best rider of a safety in the world, and his success was greatly due to his pluck and endurance.

He then presented Mr. Whittaker with a handsome gold medal specially designed, on which is the following inscription: "Presented by J. K. Starley & Co., Coventry, to S. G. Whittaker, of Chicago, for riding 21 miles 126 yards within one hour, on a 'Rover' safety, at Bordeaux, April 15, 1888, and for the half-mile at Buckden in 1m. 9 2-5s. on the road."

Mr. Whittaker suitably replied, and said he was pleased that the work he had done on the "Rover" had been appreciated so highly. He assured them that one of the reasons of his visit was to show that he could do as well here as he had done in his own country, and he wished to thank the English people for the reception he had received since he had been here.

The evening was pleasantly spent by the company, which separated with cordial wishes for Mr. Whittaker's safe return to his native country.—*The Cyclist*.

An international race meet will be held May 30 at Schwenninger, near the Hague, in Holland.

A two-mile bicycle handicap will be held at the Staten Island A. C. games, to be held at West New Brighton, May 18. Entrance fee 50 cents, closing May 11 with F. W. Janssen, P. O. Box 125, New York City.

Two races will be held at the N. J. A. C. Grounds on May 30, at 1 P. M., 1½-mile and 3-mile handicaps. Entries close May 23 with A. M. Sweet, Bergen Point, N. J. The grounds are at Bergen Point and the track is a quarter-mile cinder path.

The Kings County Wheelmen will hold a race meet at Washington Park, Brooklyn, Friday and Saturday, June 28 and 29. The committee in charge of the meet are: Charles Schwalbach, J. P. Stevens, W. C. Nellis, C. J. Long and W. F. Murphy, Chairman.

At the Titan Athletic Club games, held at the Manhattan A. C. grounds, New York, on Saturday last, C. M. Murphy, K. C. W., 80 yards, won the 2-mile handicap, time, 6m. 41 4-5s.; W. J. Murphy, K. C. W., 70 yards start, second. J. W. Schoefer, B. B. C., scratch, should have won, but could not get through on the home-stretch.

T. R. Finlay will be seen on the race path this year. There is considerable rivalry between Lamb and Weber, two other Smithville riders. Weber has generally beaten Lamb, but through the latter's bad luck. Lamb has challenged Weber to a 5-mile race in which he will allow Weber a quarter mile start. It is probable that the race will fall through.

WHEELING ROUND THE WORLD.—Two members of the Melbourne, B. C., Messrs. Bourston & Stokes, have reached Constantinople from Egypt, after traveling 4,000 miles on bicycles on their way to England. They will now proceed to Italy, and thence continue their wheeling tour to the Channel. After visiting England they will return homewards overland by a new route. They hope to complete the trip by the autumn of next year.

During a 3-mile scratch race between Synyer and Kilkelly, the English and the Irish champions, Kilkelly fell, and Synyer dismounted, as a matter of fair play. Before Synyer had time to dismount, however, one of the mob hurled an umbrella through the railings at the spokes of Synyer's mount. The idea of exalted old-country fair play is a myth. We don't have that kind of thing in this country, yet we never advanced a special claim to sportsmanship. The European sportsman may be all right, but the European mob certainly is not.

Cyclists should demand that the official handicapper or some other well posted cyclist should handicap the cycle events held at local athletic games. At the Titan athletic games, held last Saturday at the Manhattan A. C. grounds, it was announced that F. P. Prial had handicapped the bicycle race. This was untrue. The post of official athletic handicapper has been vacated by Walter Hegeman, and E. C. Carter, N. Y. A. C., has succeeded him. Mr. Carter, however, knows nothing of cycling, and it is unfair to cyclists to permit him to allot the starts in bicycle races.

The starters in the cross country 3-mile bicycle handicap, run at Fleetwood Park, on Saturday afternoon, finished as follows: R. W. Steves, K. C. W., 225 yards, 6m. 52 1-5s.; E. A. Powers, Riverside Wheelmen, 250 yards, second by several lengths; F. R. Miller, R. W., 225 yards, third, close up; F. G. Brown, K. C. W., 90 yards, 6; C. E. Kluge, H. C. W., scratch, 0. Kluge was out of form and did not show to advantage; Steves developed an excellent home-stretch spurt; Muller showed excellent form for a novice; Brown rode with bad judgment and showed still worse judgment in publicly blaming the handicapper, giving the bystanders a childish exhibition of temper.

FOR THE LADIES' COLUMN.

Please allow me to say a few words in your valuable column

"To the promoters of the wheel."

I, like the little birds, cannot resist rejoicing with the beautiful balmy air of spring time. Spring! Spring! Oh, glorious spring! How we do welcome thee. With all thy delightful pleasures, midst birds, trees and flowers. You may ask: Why do I rejoice? Because the beautiful days have once more returned when I with my brothers and sisters of the wheel can resume our long runs through the parks and meadows which always make one so happy. I have just come in after a long and delightful run, and, so delighted am I, that I feel I must say a few words in favor of bicycling.

Every pleasant morning I have my hour's run, starting about 7 A. M., my husband being my escort; and I must not forget my little companion, "Jack," the dog. I know he loves the bicycle as much as I do, and if left at home he seems to feel as though his best friend had forsaken him. I am sure if a wheel could be built so that dogs could ride he would be the pioneer.

But to-day we, with all our fraternal citizens of the United States, rejoice on this great national centennial holiday. All work is set aside to honor and commemorate the anniversary of the founder of the constitution of our country, the author of our national civilization, George Washington.

So, after spending an hour or so in devotion, held in memory of him who was so brave and so noble, we take our recreation. Off to the woods are we, through the hills and valleys, for a distance of eight miles, when we reach a pretty little village called Cabin John's Bridge. This place is noted for having the largest and highest stone span bridge in the world.

For nearly two years my husband has been trying to persuade me to ride a bicycle, and promised me if I would ride that he would build me one. My continual cry was: Oh, these heavy tricycles! Shall I ever see the day that I can glide along as swiftly and silently as gentlemen do? And still I could never realize that I would be able to mount a two-wheeler. So, finally, I concluded that I would attempt it, and, on November 13, 1887, he invited me down to his riding school. I was amazed when he showed me the wheel. Handing it to me he said, with a smile, "This is what I have wished you would ride for so long; take it and, with courage and confidence, you will become a fine rider." Well, reader, really I was so confused that I did not know whether to believe him or not. I could not realize it at first. What, ride a bicycle?

Well, I soon made up my mind to commence following the instructions given me by my husband and his brother, for he, too, was as anxious to see me ride, and they both left me in my glory.

I had a few good laughs at myself, but, of course, I mustn't tell tales out of school. But, what do you think was the reward of my two hours' struggling, all by myself? Why, the capital of the United States possessed "the first lady bicyclist," much to the surprise of my many friends and myself. When the tidings were announced my friends could hardly believe it. I then invited them down to the riding school. Many evenings had not passed when, one evening, unexpectedly, there were fully fifty people present to see the manifestation of that which seemed to them impossible. Not only I, but the public at large already appreciated the advantage of the bicycle over the cumbersome tricycle. Several of these demonstrations were given. On the 22d of February, 1888, by request of many of our local wheelmen, I volunteered to show at our E Street Rink the merits of the wheel and how nicely it could be ridden. By this time it had become known to the world, and mostly every lady seemed to have the bicycle craze. I was so attached to my wheel and enjoyed the pleasures of the cycling world so much, that on March 5 I was in New York, at which time I imparted the knowledge to several of the League officials, one of which was our esteemed friend Mr. Kirkpatrick, who was then President of the League. Words of appreciation were heard from every direction.

My next trip was to the Baltimore meet, held June 18. Many thanks to the gentlemen for the courtesy shown me. I wonder if the gentleman, who represented the Messrs. Gormully & Jeffery

Mfg. Co., the one who stole my photograph, thought that he was extending his courtesies.

Finally, I being a native of Buffalo, I thought I would close my tours for the season by going to the World's International Exhibition, held in that city September 5th to the 14th. September 6 the W. W. C. held a reception, which I attended. The ladies, on seeing my wheel, soon became enthusiastic, and all expressed themselves as being delighted, and I was amused to see how many resolved that they would abandon their tricycles as soon as possible and take to the two-wheeler. Will the ladies please accept my appreciation for the particular attention they displayed while showing them the curbstone mount on the cobblestoned street, on which occasion some strange wheelman offered to take my wheel to a smooth street to master it, but, thanking him pleasantly, I took the wheel from him and said I preferred the rough street on this occasion.

I now have been riding eighteen months, and I am very sorry that I can't say years, for, really, when I look back to the days when I used to take long strolls with my companions, I cannot see how I lived so long without a wheel. My bicycle is and always will be my bosom friend.

I would rather part with my diamonds than with my wheel, and you know that all ladies are fond of diamonds, and those who do not possess any coax their husbands for them. Take my advice and beg for a wheel for the improvement of your health and beauty and then you will be investing in a valuable treasure, for health and happiness is the making of one's lifetime, and there is nothing to compare to the bicycle for nature's helpmeet, both for health and pleasure. If the ladies will only make up their minds that they can ride, and will ride, accompanied with the two leading features, "courage and confidence," spoken of heretofore by the inventor "of the first ladies' bicycle," I am sure that they, too, like me, will think the two-wheeler perfection itself. Fraternally yours,

PIONEER.

WASHINGTON, D. C., April 30, 1889.

STEPHEN TERRY, OBIT. APRIL 23, 1889.

The funeral of Stephen Terry took place last Saturday from Christ Church, Hartford. A large number of cyclists were present. A close personal friend writes of him as follows:

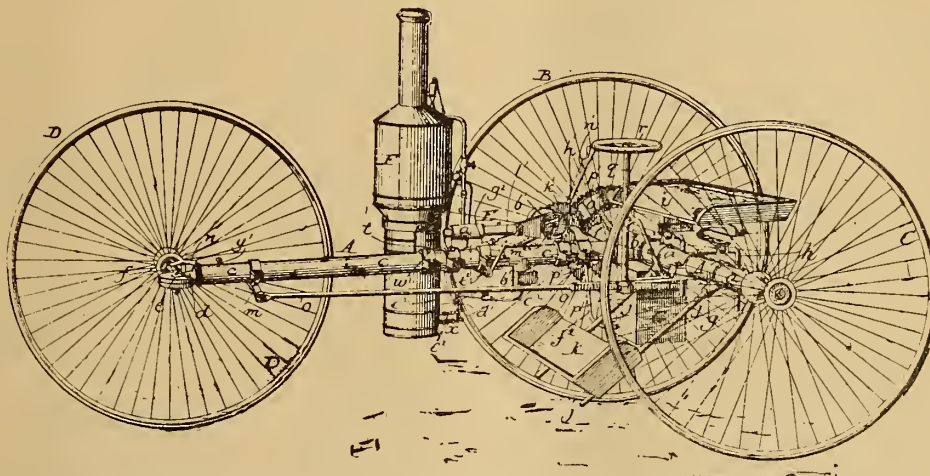
"I can scarcely believe that he is no more. Few people either understood or appreciated the real man, as we knew him to be beneath a somewhat cold exterior. Mr. Terry was forty-seven years of age at the time of his death. Hewas interested in cycling from the time it was introduced into this country until the last. He commenced riding in 1883. During that year he was appointed first Chiet Consul of Connecticut by Dr. N. M. Beckwith, the then President of the League. He served as President of the Connecticut Bicycle Club from 1884 to 1887; was Treasurer of the L. A. W. in 1885, and Vice-President of the L. A. W. in 1886-7. He was a prominent member of the League Board of Officers, made an excellent presiding officer and was keen and incisive in debate; was a man of very decided opinions and stubbornly fought for his ideas, and always from sincerest motives.

"Mr. Terry was very prominent throughout Connecticut. He was a prominent feature at all the big race meets and League gatherings, and acted as legal counsellor in all matters affecting his State Division. He graduated at Hamilton College and was associated in the law with Hon. Elisha Johnson, of Hartford. In professional circles, his reputation extended beyond Hartford. He was an esteemed member of Christ Church, was a man of considerable means and took life easily.

"While on an excursion through Mexico and California, he took cold at Los Angeles. This developed into typhoid pneumonia before he reached San Francisco and he died soon after his arrival at the Palace hotel, April 23. The news of his death has occasioned surprise and deep regret among hundreds of wheelmen who knew him."

When the mental and visual mind becomes thoroughly saturated with the immensity, the indescribability of an event, one falls back on some trite phrase such as, "It must be seen to be appreciated." This is very applicable to Messrs. Merwin, Hulbert & Co.'s sporting goods catalogue. It is an immense volume of 200 pages, 9 by 11½ inches, the type being close and small. Every department of sport is covered, the paraphernalia of each described, illustrated and priced; besides this, game laws of the various states, laws of tennis, athletics, etc., are published in the book.

H. B. SMITH MACHINE CO.'S STEAM-TRICYCLE.



Be it known that I, Hezekiah B. Smith, of Smithville, in the county of Burlington and State of New Jersey, have invented certain improvements in Steam-Tricycles, of which the following is a specification:

The aim of the invention is to provide a light, simple, and easily-managed vehicle, which may be safely placed under the control of unskilled persons, and which shall be adapted to travel at high speeds over ordinary roads, carrying a supply of fuel and water sufficient for journeys of considerable length.

In the accompanying drawings, Figure 1 represent a perspective view of my improved vehicle.

Referring to the drawings, A represents the main frame of a substantially L form, and B, C, and D its supporting-wheels. The frame is composed of iron pipe or other tubular material, and consists in the present instance of the axle *a*, joined near one end by the T-shaped coupling *b* to the reach *c*. At its two ends the axle is closed and provided with solid journals to receive the wheels B and C. At its forward end the reach is closed and provided with a forked arm, *d*, supporting the ends of a vertical pivot or journal, *e*, which in turn supports the outwardly-extending arm *f*, having its extremity fashioned into a journal or axle for the steering-wheel D, this wheel being arranged in line with the rear driving-wheel, B, the machine being of the ordinary two-track type.

The wheels may be of any suitable construction, but are preferably of the ordinary suspension type, with rubber tires now employed in bicycles and tricycles. They may be of any appropriate size; but I prefer to make the three wheels of equal size and of a diameter of from forty to fifty inches.

Around the axle I place clips or collars *g*, in which I secure by set-screws vertically-adjustable rods *h*, the upper ends of which are bent forward horizontally and passed through clips provided with set-screws on the under side of a seat *i*, the seat being thus supported upon and directly over the axle and adapted for both horizontal and vertical adjustment, as required. To the collars *g*, I also secure downwardly-extending arms *j*, which pass through sockets or clips on the under side of a foot-rest, *k*, the sockets being provided with set-screws in order that the rest may be raised or lowered, as required.

In order that the operator occupying the seat may readily steer the machine, I pivot to a collar around the forward end of the reach a lever, *m*, connecting one end of the same by a link, *n*, to the arm which carries the steering-wheel and connecting its opposite end to a rod, *o*, which is extended rearward and provided at its rear end with a rack engaging a pinion, *p*, on a vertical shaft, *q*, which is mounted in a bracket fixed to the axle and provided on the upper end with a hand-wheel or other operating device, *r*, by which the attendant is enabled to change the position of the steering-wheel at will. These devices may, however, be replaced by any suitable connections which will enable the operator to control the front wheel, various contrivances adapted for this purpose being known in the art in connection with tricycles.

For the purpose of propelling the machine, I clasp around the reach near its rear end one or more collars, *z*, which give support to an engine, B, of the ordinary reciprocating type, which is connected through intermediate gearing with the driving-wheel B in the manner which will now be explained.

The engine-cylinder *a'* lies horizontally and its piston is connected by the usual pitman, *b'* to a crank, *c'* on a cross-shaft, *d'*, this shaft-bearing being preferably formed, as usual, in an arm forming a continuation of the cylinder-head and supported at its rear end by a collar encircling the reach. The shaft *d'* carries a pinion, *e'*, engaging a spur-gear, *f'*, on a second cross-shaft *g'*, which receives its support from a collar clamping the reach. The shaft *g'* carries loosely two spur-gears, *h'* and *i'* of different diameters, and an intermediate clutch, *m'*, splined thereto, so that it may be thrown into engagement with one or the other of the gears at will by means of a hand-lever, *n'*, provided for the purpose.

To the side of the driving-wheel I permanently connected, by devices to be presently explained, two spur-gears, *o'* and *p'*, which engage constantly with *h'* and *i'*, respectively. By throwing the clutch into engagement with one or the other of the gears *h'* and *i'* motion will be transmitted from the engine to the driving-wheel, which will receive a high or a low speed according as the larger or the smaller of the driving-pinions is called into action. This duplex system of gearing admits of the machine being adjusted to travel at high speeds on level ground, or of its being adjusted for hill-climbing and other work requiring a greater expenditure of power. If desired, the additional gears may be omitted and a single train of gear employed between the engine and the driving-wheel.

The engine proper is of the ordinary type, with a reciprocating piston and a slide-valve, which latter is actuated by an eccentric, *v'*, on the shaft *d'*, as shown in Fig. 2.

In order to relieve the gearing from violent shocks and strains in traveling over rough ground when the driving parts are thrown suddenly in and out of gear, I interpose between the wheels *o'* and *p'* and the main wheel yielding connections. I prefer the construction shown in Figs. 2 and 3, in which the two wheels *o'* and *p'* are mounted on a sleeve revolving loosely around the main axle, the sleeve having at one end a series of fingers which enter between corresponding fingers on the hub of the wheel, with rubber or other elastic material, *u*, inserted between them, as shown. This allows the wheel a slight rotation independently of the sleeve and driving-gear.

For the purpose of supplying steam to actuate the engine, I provide a steam-boiler, F, preferably of the upright tubular type, and support the same from the reach *c*. I recommend, as the most simple means of sustaining the boiler, an encircling ring, *w'*, the inner end of which is clipped to or around the reach, as shown.

I provide the boiler near its base with an oil-burner, *x'*, preferably of the familiar atomizing type—such as are commonly used in the well-known Shipman engines of the present day—in which a steam-jet is directed across the mouth of an oil-delivery tube, the jet acting to induce the flow of the oil through the tube and to shatter and atomize the oil and deliver it in a fine mist or spray into the fire-box, where it is burned. This burner in itself is not claimed of my invention.

The tubular frame of the machine already described serves as a reservoir for the oil used as fuel. The frame is provided with a top opening, *y'*, closed by a cock or otherwise, to permit the introduction of the oil, and is provided at any convenient point, as shown in Fig. 4, with an outlet-opening, *a''*, through which the oil is delivered into an underlying chamber, *b''*, filled with sponge or other fibrous or granular material to serve as a filter and to prevent the impurities which may be contained in the oil from passing to the burner. From the bottom of this filter a pipe, *c''*, leads, as shown in Fig. 4, to a small chamber, *d''*, in which the pipes lead to the two burners. A pipe, *e''*, conducts steam from the boiler, and at its lower end is forked or branched, and its two ends lead to the respective burners, as shown.

For the purpose of carrying the proper supply of water, I suspend from the axle a tank or reservoir, G, which may be of any appropriate form, and from this reservoir a pipe, *f''*, is led, as shown in Fig. 5, to a feed-pump, *g''*, and thence to the boiler. The feed-pump, which may be of ordinary piston-type, may be supported by the plate which sustains the engine, and its piston is connected with and actuated by an eccentric, *h''*, on the gear-shaft *i'*. The feed-pipe will be provided with the usual check-valves and a stop-valve, if desired.

In order that the operator may control the advance of the machine independently of the engine, I provide a brake consisting of a rock-shaft, *j''*, provided at one end with a brake-shoe, *k''*, and at the opposite end with a crank-arm, *l''*, in position to be readily operated by the foot of the rider. This brake-shaft is sustained, as shown in Fig. 6, by plate or arm, *m''*, clipped at one end to the reach.

While I prefer to employ the frame as an oil-reservoir and the tank as a water-reservoir, it is manifest that the water may be carried in the frame and the oil carried in the tank, the arrangement of pipes being changed to correspond.

It will be observed that under my organization or arrangement of the parts the weight of the engine-boiler and gearing and the principal part of the rider's weight are carried at the driving side of the machine, whereby the driving and steering wheels are caused to take the required hold upon the ground; that the tubular frame is utilized as a reservoir for the fuel; that the brake is in position to be conveniently operated by the foot of the rider, and that the steering and engine-controlling devices are brought in such relation to the rider's seat that they may be quickly and conveniently operated.

The location of the boiler and of the gearing on the outer side of the reach, which is in turn located near the driving wheel, admits of the rider being seated close to the inner side of the reach and protects his person from contact with the operative parts of the mechanism, the reach being in effect employed as a guard or fender between the rider and the mechanism. The location of the boiler on the opposite side of the reach is also advantageous, not only in that the weight is brought more directly in line with the driving and steering wheels, but also in that the rider being carried out of line with the boiler, is free from the annoyance which would otherwise be experienced from the heat and products of combustion. The feed-water and steam-pipes may also be carried through the boiler-frame.

AN IDYL?

Some time ago, while suffering from a fit of temporary aberration of the mind, I sold out my interest in a trust company and invested the proceeds in a bicycle. At this late day it is perhaps unnecessary to tell you what a bicycle is, but for the benefit of some yap from some remote senatorial district I will state that a bicycle is a combination of wheels, springs (falls) and general cussedness, such as is seldom seen in one entire aggregation.

There are two kinds of bicycles, the male and female bicycle. The female species, more generally known as the tricycle, is harmless enough when taken moderately, but the full-blown, nickel-plated male bicycle is a corker, and in his wild state is often the cause of more sorrow and disaster in an erstwhile happy family than a toy pistol or a promissory note. However, when captured and laid away on a top shelf in the wood-shed it is harmless enough, and can be approached with ease by the veriest novice.

Not having my natural history with me just at present, I am unable to state with certainty just who first discovered the bicycle, but that a boon was conferred upon suffering humanity by the discovery is a matter of considerable doubt in my mind. I think that science sometimes overreaches itself, as witness the case of Frankenstein, the high-browed student, who manufactured a man out of various materials, endowed him with life, and then was kept pretty busy settling damage suits for a considerable while after. However, it is too late now to enter a demurrer, and we will have to grin and bear it.

As mentioned above, I disposed of my interest in a "sure thing" game and purchased a bike. It was a highly polished, nickel-plated affair, and as it rested against the corner of the house, reflecting back the sun's bright rays on its glistening surface, it looked a thing of beauty and a joy for ever. It seemed a gentle, retiring little thing, and had the most guileless countenance imaginable. My wife said it seemed a pity to ride the dear little creature, and so I thought myself, but I have since learned not to put any faith in guileless countenances. I would rather loan money to a poor relation any day than trust even an At Timken spring, side-bar guileless countenance again.

One bright morning in spring, when the buds were budding and the roses rosing, I betook myself to the rear extremity of my stately demesnes, betooking with me at the same time my beautiful little bike. It was a lovely day, and all Nature seemed to smile. I guess all Nature was "on to me with both feet," as the players have it, and was joyously anticipating the coming "picnic." Half an hour's brisk walk brought me to the desired locality, and when I arrived on the grounds there were several small boys chucking dornicks at a cat up in one of my trees. They were apparently enjoying themselves hugely, but when they saw preparations being made for an attraction on a scale hitherto undreamed of they left off, and came over and offered numerous suggestions as

to the best method of subduing my fiery, untamed steed.

Now I do not like small boys. They know too much. How on earth such mines of wisdom, such vast, inexhaustible stores of knowledge, such profound penetration, can be concentrated within about four feet of small boy is a clincher for me. "The child is father to the man," I never composed a truer proverb in my life, and I have been in the proverb business for years, but at the same time one cannot help but ask himself why is it these precocious small boys do not become men of superhuman erudition, or intellectual giants of supernatural growth. I knew a P. S. B. once that for pure smartness and genuine originality took the cook, and we all predicted that some day he would fill a position requiring more unadulterated intellect than a grand jury. He is now running a hay press up in the San Juan country, and apparently as happy as a clam. But to get back to this confounded bicycle business.

I had seen several long-legged, hungry-looking experts mount their machines in this way. They would grasp the handles, place the left foot on a small step on the lower left-hand side of the crupper, hop several times with the right and then vault lightly and gracefully into the saddle. This looked simple enough, and I thought I would try it. With the easy grace which characterizes my every action I placed my foot on the step, took a good, drowning-sailor grip of the handles, started her forward and then jumped. I did not land lightly and gracefully in the saddle. I did not land in the saddle at all. My foot slipped, or the thing must have kicked—but we will pass over this painful episode. I am not easily discouraged, and have always on hand a large store of cheering proverbs and wise old saws, and can at any time readily call to mind the exact number of times the historical spider endeavored to build his web in the historical cave where Robert Bruce was hidden. This is very comforting, and has helped to make me the bloated millionaire that I am. I give this secret to the world freely, trusting to receive my reward—but there I go trusting again. I will be dead broke soon if I don't quit this bad habit.

Once more I grasped the handles and went through the other preliminary movements. This time I landed all right, but could not get my feet in the stirrups. Consequently when he bucked I had to go. And I went; and the confounded thing went with me, and I will do it the justice to say that it stayed with me. I couldn't get away from it, and must have spent ten golden minutes in getting my feet out of the spokes and pulling the running gear out of my abdomen. By this time there were several thousand small boys there, and a person over in the next county would have thought that a game of ball was being played and Nick Smith had made a home run the way they cheered. I never did see the way that small boys can congregate. Ours is a quiet, peaceful neighborhood, far from the city's crowded marts, and you wouldn't think that over five, or say, five and a half, small boys could be scared up in the

entire congressional precinct, but here were fully three thousand. They remind me of turkey-buzzards. A casual glance into the blue dome of heaven will fail to discover the faintest speck of anything, but let your horse give out and drop by the wayside. Then watch. Carefully inspect the great vault above you. Nothing, absolutely nothing. Then look again. Yes, away up in the mighty space above you is a speck. It grows larger. It is a buzzard. Look again; another. In ten minutes there are fifty of them, coming from God knows where, and then it's all day and part of the next with the poor animal below. This is the way these small boys congregated.

Now I am a self-made man, and naturally I am very self-possessed in company. I am perfectly at home in the midst of excitement and danger. I fairly revel in a piece of cold mince pie just before going to bed, and a feminine hair-pulling match does not disconcert me in the least; still, one does not like to make a holy show of himself for the edification and delectation of about six thousand (they are increasing) dirty little boys, and I hope the gentle reader will not blame me too much if I said a bad word or two. However, I picked myself up, ignoring the tumultuous applause from the gallery, and endeavoring to conduct myself in such a manner as to create the impression that that was my customary way of getting off a bicycle. This did not deceive them, though, and that is why I say that I do not like small boys.

Just then my wife arrived. Now my wife is one of the most lovable characters imaginable, and as an humble sharer of my joys and sorrows ranks second to none; still, just at this particular moment I would rather she had remained in the house and stood off my creditors. Her face wore such a look of mingled alarm and concern that my heart smote me two or three hard smotes, and, but for my dad-binged determination, or, to put it more aptly, stubbornness, I would have quit then and there.

With a Duke-of-Wellington-at-Waterloo's taciturnity I said nothing, but, motioning to two of the boys to hold the bike, I looked around for an axe. Seeing none, however, I concluded to go her once more for the cigars. Getting two sturdy youths to steady it, I used another for a step and succeeded in getting safely into the seat. They then walked it off for a few yards, and all was well. I then said, "Let go her head, boys," and they let go. For exactly three feet my meteor-like course was smooth and uninterrupted, and then there was trouble. The brake in some way became entangled with the walking beam, causing the fly-wheel to slip a cog or two and revolve in mid-air in a most startling manner. I instantly applied the automatic and "chawed gravel" for all I was worth, but just then the drum-head busted and the anchors commenced to drag. There was a shout, a wild, piercing scream from a woman's lips, a horrible, sickening thud, and all was still. When I came to I was a sight to behold, and slowly and sadly my wife led me into the house and applied the proper restoratives. And the sun went down upon my wrath. HEADERS.

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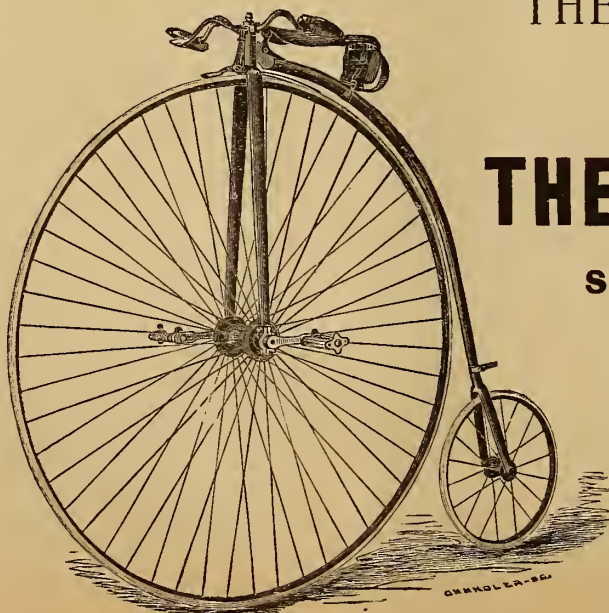
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CYCLING IN STRANGE LANDS.

It appears from the narrative of Mr. G. W. Burston of his travels on a bicycle all round the world, that there are yet portions of this planet where a wheelman on his machine is an object of wonderment and curiosity. From Alexandria Mr. Burston and his party went to Jaffa and "cycled to Jerusalem" and back, finding themselves the centre of attraction in every town they visited. The mountains of Lebanon were rather more in the way of laborious climbing than the cyclers 'had bargained for.' From the summit, after gazing their fill at the vast landscape, they "ran down some two thousand feet" to Shtora, and then, after ascending the anti-Lebanon, sailed merrily along on the down grade for twenty miles to Damascus, where the authorities—who, like Mr. Rider Haggard's mystic Princess, "must be obeyed"—requested them to ride for the gratification and amusement of the people. This they did with an excited rabble at their heels. At Baalbec they were treated "like victorious generals," but were constrained to give another exhibition for the amusement of 4,000 or 5,000 spectators. "Riding back," says the writer, "was quite impossible owing to the narrow road and immense crowd; hundreds of people waited round the hotel till midnight, and all the villages on the plains posted watchmen to signal our approach." Those who would follow this example are warned that traveling through countries where a European is rarely seen has its disadvantages and discomforts, but in India they were everywhere treated with kindness. It speaks well for the Indian roads that in eighteen days the cyclists were able to cover 1,641 miles, when, owing to an attack of cholera, the trip was brought for a while to an abrupt stand. Their best day's work in India is recorded as 137 miles in 11½ hours, including stoppages. Mr. Burston's letter is dated Beyrout, March 27. It informs us that the party were then going round the coasts of Asia Minor to Constantinople, intending thence to visit Greece before landing in Italy, and sojourning awhile in Rome, all which is deemed consistent with a hope to be in London by the end of May. It is not every one, or even every cyclist, who could find a pleasure in a spin of 137 miles in one day upon the roads of India; but it is impossible to read Mr. Burston's exhilarating narrative without feeling what a valuable means the horse that wants neither corn nor stable has provided for remedying that most obvious defect of our human faculties—man's miserably limited powers of locomotion.—*London Daily News*.

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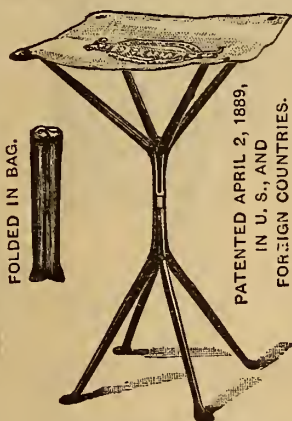
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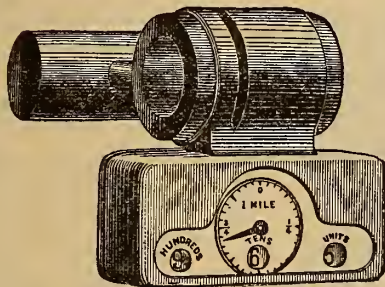
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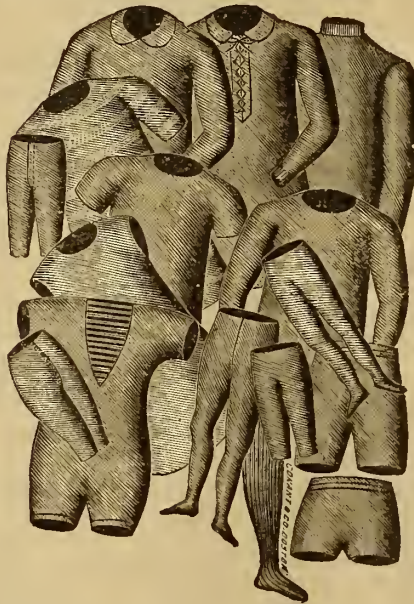
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466	55	Columbia Lt. Rdstr.	140 00	75 00	3	1	3
469	—	Kangaroo Sfty. (36x54)	135 00	60 00	4	1	1
470	40	Otto Special.	35 00	15 00	5	4	3
476	51	Special Star.	135 00	65 00	3	Ball	3
485	50	British Challenge.	130 00	30 00	4	4	7
487	54	Special Club.	135 00	65 00	3	1	7
489	—	Springfield Roadster.	85 00	58 00	3	Plain	6
490	54	English.	135 00	50 00	3	2	6
493	—	Springfield Roadster.	75 00	45 00	4	Plain	6
494	55	Racer.	140 00	35 00	4	1	3
496	48	Columbia Standard.	97 50	30 00	4	4	8
499	48	Singer Lt. Roadster.	130 00	80 00	3	1	1
506	54	British Challenge.	140 00	50 00	7	2	5
508	54	Sanspareil.	135 00	45 00	4	2	3
512	42	Victor Junior.	55 00	40 00	4	3	1
513	—	Humber Tandem.	250 00	115 00	4	2	5
522	48	Columbia Mustang.	85 00	25 00	4	4	6
523	56	American Club.	135 00	50 00	4	2	5
524	54	Victor Roadster.	130 00	75 00	4	1	2
534	52	Dictator.	130 00	45 00	4	2	3
535	48	Special Star.	135 00	100 00	4	Ball	1
537	51	Rudge Lt. Roadster.	130 25	100 00	4	1	1
538	48	Special Star.	137 50	85 00	3	Ball	2
539	51	New Mail.	128 75	75 00	4	1	3
544	—	S. S. S. Tandem.	250 00	180 00	4	1	1
545	—	Victor Safety.	135 00	112 00	4	1	1
550	—	Marlboro Club Tdm.	250 00	165 00	4	1	1
553	52	Singer Matchless.	130 00	70 00	4	1	2
555	42	Otto Special.	40 00	12 00	6	4	8
557	—	Boy's Rover Safety.	35 00	35 00	7	4	1
558	—	Col. Lt. Rdstr. Tke.	160 00	125 00	4	1	1
563	50	N. Rapid Lt. Rdstr.	130 00	80 00	4	1	5
565	54	Columbia Standard.	110 00	40 00	3	3	5
567	52	Columbia Expert.	122 50	55 00	3	1	4
572	—	Columbia Tandem.	250 00	165 00	4	1	3
574	50	Columbia Expert.	130 00	80 00	1	2	2
576	54	Victor Roadster.	130 00	78 00	4	1	2
577	54	Columbia Expert.	125 00	60 00	4	2	2
580	52	N. R. Roadster.	132 50	115 00	4	1	1
586	53	Columbia Lt. Rdstr.	127 50	88 00	4	1	2
591	56	Victor Lt. Roadster.	132 50	100 00	4	1	1
592	—	New Rapid Safety.	135 00	80 00	4	1	5
593	54	Columbia Expert.	135 00	75 00	1	1	2
596	46	Victor Junior.	50 00	50 00	4	3	1
597	48	Otto Special.	60 00	35 00	5	4	2
598	52	Columbia Expert.	132 50	85 00	3	1	1
600	54	Columbia Expert.	135 00	100 00	1	1	1
601	—	Col. Lt. Rdstr. Tricycle.	160 00	125 00	4	1	1
602	48	Special Star.	137 00	75 00	4	Ball	2
603	54	Columbia Expert.	135 00	110 00	1	1	1
604	52	Columbia Expert.	132 50	90 00	7	1	2
605	56	Columbia Expert.	127 50	90 00	4	1	2
606	52	Singer's Matchless.	130 00	37 00	4	1	6
607	45	Special Pony Star.	150 00	85 00	3	Ball	1
608	50	Victor Lt. Roadster.	125 00	90 00	4	1	2
610	51	Columbia Lt. Rdstr.	135 00	115 00	4	1	1
611	—	Victor Safety.	135 00	105 00	4	1	2
612	52	Premier.	125 00	50 00	1	2	6
613	48	Columbia Expert.	125 00	70 00	3	1	7
614	50	British Challenge.	135 00	25 00	3	1	8
615	48	Special Star.	125 00	65 00	4	Ball	2
616	52	Special Club.	125 00	45 00	4	2	6
617	44	Columbia Standard.	80 00	25 00	4	4	6
618	48	Ideal.	60 00	35 00	5	4	5

Upon receipt of \$5 any Bicycle on above list will be sent C. O. D. for balance, with privilege of examination.

Correspondence invited.

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