

THE WHEEL

—AND—

CYCLING TRADE REVIEW,

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F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444, New York.

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.

THE May 17 issue of THE WHEEL covered a vast field and has been much commended on all sides. It was a regular edition of the paper and no special preparation was made. It is interesting to compare THE WHEEL and *Bicycling World* of the same date. THE WHEEL contained 58,320 ems of nonpareil and 33,982 ems of brevier type. The *Bicycling World* contained 32,528 ems of brevier type. In other words THE WHEEL contained 27,943 words and the *Bicycling World* 10,992 words. THE WHEEL contained a page editorial on patents, and smaller editorials on pavements, road improvements, League work and on the new tariff adopted by the railroads; besides the new rules for riding in Prospect Park, a review of a bright roads improvement pamphlet, complete details of the Harvard, Rochester, Rhode Island, Hagerstown and Woodstock tournaments; a complete description of the new White Flier, the most complete column of racing fixtures published in this country, new route in Orange, two columns of news for women cyclists, wheel gossip, trade notes, letters from Tacoma, Brooklyn, Troy, Westboro, Maryland, Chicago, St. Louis, St. Augustine, Philadelphia, Georgia and Minnesota, and the most complete selection of advertisements ever published in a cycle paper. We almost forgot that page of New York State Division League news.

THE GREAT ROAD RACE.

The greatest road event ever held in this vicinity will be the twenty-five mile contest, to be decided over the Irvington-Milburn course on May 30. The race was projected by A. B. Barkman, who secured the prizes and then turned over the management of the race to a number of representative club men. The trade responded liberally to Mr. Barkman's appeal, and the prizes attracted the unusually large number of fifty-three entries.

The race will be started at 11 o'clock, rain or shine. All the local clubs have called runs to the course, and public interest has been so stimulated by the newspapers that a greater crowd

will probably be present than has ever attended any previous race. The greatest difficulty has been found, during past races, to keep the course clear. The road, being a public highway, could not be cleared of vehicles, but these caused less trouble than the wheelmen. There will be twelve marshals present whose duty it will be to keep the course clear, especially at the finishing point. These men intend to perform their duty at all hazards. It is sincerely hoped that wheelmen spectators will assist them. After the race is started, no wheelman who is not a competitor should be seen riding on the course. We should say that any wheelman who paddles up and down the course is inviting a grave accident to the competitors and should be looked upon with contempt. The only motive we can ascribe to the men who ride up and down the course is that they want to "show off." We should advise the club captains to group their men at various parts along the road and request them not to again mount until the race is finished.

The handicaps, as published below, were the result of four hours' conscientious work. A copy of the list of entries and the records credited to each man was forwarded to each member of the Committee, and three sets of handicaps were made out. When the men met in Committee Meeting, it was discovered that one man had allotted very liberal starts, that another had been very conservative, and that another had struck a happy medium. Each man's case was taken up separately and carefully discussed. The men who gave no records, and who were not personally known to some member of the committee, received two-thirds of the limit.

COMPLETE LIST OF ENTRIES.

The following is a complete list of entries: containing name, club and handicap. The numbers given are the numbers which each competitor will wear in the contest.

NO.	NAME.	CLUB.	H'CAP.	MINUTES.	REC'D.
53	Hall, Jr., H. J.	K. C. W.	0	1 31 00	
52	Baggett, E. P.	H. C. W.	0	1 30 00	
51	Bradley, H. L.	B. B. C.	0	1 30 00	
50	Wilhelm, W. J.	Wilkesbarre.	0	1 35 00	
49	Wilson, T. L.	K. C. W.	1	1 31 30	
48	Dampman, F. M.	Wilmington.	2	1 37 57	
47	Van Wagoner, W.	Newport.	2		
46	Beazeley, L. W.	K. C. W.	4	1 34 00	
45	Hall, Jr., T. J.	K. C. W.	4	1 34 06	
44	Merrihew, S. W.	Wilmington.	4	1 55 55	
43	McDaniels, B. F.	Wilmington.	4	1 37 57	
42	Nisbett, Geo. M.	N. Y. B. C.	4		
41	Banker, W. D.	Pittsburg.	4		
40	King, H. O.	K. C. W.	5	1 36 00	
39	Hesse, F. B.	K. C. W.	6		
38	Schumacher, W.	L. I. W.	6		
37	Moorehouse, David.	K. C. W.	6	1 37 02	
36	Wise, L. H.	L. I. W.	6		
35	Wells, John A.	Penn. B. C.	6		
34	Taxis, W. W.	Philadelphia.	7		
33	Stevens, R. W.	K. C. W.	7	1 50 00	
32	Murphy, Chas.	K. C. W.	7	1 39 30	
31	Bensinger, John.	K. C. W.	7	1 39 00	
30	Murphy, Wm.	K. C. W.	8	1 40 00	
29	Pyle, Howard L.	Wilmington.	8		
28	Bowman, S. B.	N. J. A. C.	8	1 40 20	
27	Borland, J. F.	B. B. C.	9	1 39 24	
26	Gubelman, F.	N. J. A. C.	9	1 39 00	
25	Class, W. G.	B. B. C.	9	1 50 00	
24	Waters, N. P.	B. B. C.	9	1 40 30	
23	Coningsby, F. W.	B. B. C.	9		
22	Elliott, F. B.	Wilmington.	10		
21	Elliott, C. A.	Wilmington.	10		
20	Gregg, G. M.	Wilmington.	10		
19	Jefferis, Albert.	Wilmington.	10		
18	Lofland, Z. H.	Westboro.	10		
17	Bruce, J. Purvis.	Westboro.	10	1 53 00	
16	Lincoln, F. W.	Flushing.	10		
15	Ludwig, H. D.	Wilmington.	10		
14	Jelliffe, A.	Brooklyn.	10		
13	Kuhney, C. W.	Talcottville.	10		
12	Robertson, J. L.	H. C. W.	10		
11	Van Wagoner, E.	Newport.	10	1 46 45	
10	Dauchy, Edwin.	West Winsted.	13		
9	Miller, F. R.	R. W.	13		
8	Putney, W. H.	M. B. C.	13		
7	Quortrup, H.	O. C. W.	13		
6	Boegler, O. C.	New York.	13		
5	Williams, J. M.	Summit.	15		
4	Mellor, J. H.	Brooklyn.	15		
3	Bate, J. W.	Brooklyn.	15		
2	H. P. Matthews.	B. B. C.	15	2 00 00	
1	F. L. Hebert.	B. B. C.	15	2 00 00	

LIST OF PRIZES.

- Victor Bicycle, Overman Wheel Co.
- Gold Watch, Mr. Walter Spalding.
- French Clock, G. R. Bidwell.
- Waterbury Camera, William Halpin.
- Pearl-Handled "M. & H." Revolver, Messrs. Merwin, Hulbert & Co.

- Kodak Camera, Eastman Dry Plate and Camera Co.
- Watch and Wristlet, Ira Peregó & Co.
- Silver-Handled Umbrella, New York Bicycle Co.
- Butcher Cyclometer, Butcher Cyclometer Co.
- Trout-Fishing Outfit, Mr. H. J. Hall, Highland Mills, N. Y., and F. A. Leland, B. B. C.
- Signal Cyclometer, Strong & Green Cycle Co.
- King of the Road Lamp, Clark Cycle Co.
- Invincible Lantern, Singer & Co.
- Gold League Pin, Howard A. Smith & Co.
- Tennis Racket, E. I. Horsman.
- Bicycle Shoes, Charles Schwalbach.
- Centennial Jersey, Holmes & Co.
- Bicycle Shoes, Charles Schwalbach.
- Box of Cigars, C. P. Abbey.
- Silver Cup for Best Net Time, F. P. Prial, of THE WHEEL.

COMMITTEE OF ARRANGEMENTS.

- A. B. Barkman, B. B. C. F. P. Prial, N. Y. B. C.
 W. H. DeGraaf, H. W. W. E. Fuller, B. B. C.
 Wm. Halpin, M. B. C. M. L. Bridgman, K. C. W.
 Jos. McFadden, N. Y. B. C.

OFFICIALS OF RACE.

REFEREE.

George R. Bidwell, Citizens' B. C.

JUDGES.

- H. Greenman, B. B. C. H. E. Raymond, B. B. C.
 M. L. Bridgman, K. C. W. L. H. Johnson, Orange.
 Michael Furst, L. I. W. L. A. Newcome, H. W.
 J. M. Warwick, M. B. C.

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 W. H. De Graaf, H. W. J. F. Pedersen, M. A. C.
 F. H. Douglass, K. C. W. E. W. Johnson, H. C. W.
 Howard A. Smith, Newark.

CLERK OF COURSE.

T. C. Crichton, K. C. W.

ASSISTANT CLERKS OF COURSE.

- F. B. Jones, B. B. C. G. L. Courtenay, K. C. W.
 C. C. Alden, L. I. W.

STARTER.

A. B. Barkman, Brooklyn B. C.

SCORER.

F. P. Prial, New York Bicycle Club.

(Nine Assistants.)

CHIEF UMPIRES.

- Waldo Fuller, B. B. C. R. F. Hibson, K. C. W.

ASSISTANTS.

- W. E. Findley, N. Y. B. C. W. Bonner, K. C. W.
 A. Watkins, N. Y. B. C. Arthur Ward, K. C. W.
 J. Bogart, N. Y. B. C. Edw. Jones, K. C. W.
 G. W. Kreger, L. I. W. J. Q. Long, K. C. W.
 Rob Evans, L. I. W. Chas. Long, K. C. W.
 A. P. Topping, L. I. W. W. Newman, K. C. W.
 L. A. Clarke, C. B. C. Frank Brown, K. C. W.
 George Sloane, C. B. C. W. C. Ryan, K. C. W.
 C. M. Dutcher, B. B. C. E. J. Shipsey, N. Y. B. C.
 N. H. Weed, B. B. C. C. T. Quimby, B. B. C.
 L. E. Adams, B. B. C. J. W. Schoefer, B. B. C.

MARSHALS.

- W. C. Marion, K. C. W. W. Halpin, M. B. C.

ASSISTANTS.

- J. A. Clairmonte, M. B. C. D. H. Thistle, M. B. C.
 C. A. Sheehan, M. B. C. Dr. G. R. Bird, M. B. C.
 Paul Keane, M. B. C.

The race will be started at eleven o'clock, rain or shine. The men must respond to their names as they are called by the clerk of course. They will be started in the following order, one line wheeling out on to the road as the line in front of them is sent off.

Start.

—Hebert, Matthews, Bate, Mellor, Williams.

2. Boegler, Quortrup, Putney, Mellor, Dauchy.

5. E. Van Wagoner, Robertson, Kuhney, Jelliffe.
 5. Ludwig, Lincoln, Bruce, Lofland.
 5. Jefferis, Gregg, C. A. Elliott, F. B. Elliott.

6. Coningsby, Waters, Class, Gubelman, Borland.

7. Bowman, Pyle, W. Murphy.

8. Bensinger, C. Murphy, Stevens, Taxis.

9. Wells, Wise, Moorehouse, Schumacher, Hesse.

10. King.

11. Banker, Nisbett, McDaniels, Merrihew.
 11. T. J. Hall, Jr., Beazeley.

13. W. Van Wagoner, Dampman.

14. Wilson.

15. H. J. Hall, Jr., Baggett, Bradley, Wilhelm.

The headquarters of the competitors and their attendants will be at the Hilton Hotel; admission by ticket only. The nearest station to the course is Maplewood.

TIME TABLES D. L. & W.

Leaves	Arrives at
Barclay St.	Christopher St. Newark. Maplewood.
7:00	7:33
7:20	7:53
7:30	8:06
8:00	8:33
8:30	9:03
9:10	9:40
9:20	9:53
10:20	10:43
	11:10

K. C. W. NOTES.

The K. C. W. membership has increased so much of late that the already large locker accommodation has had to be largely added to. The locker room on the second floor, one of the finest rooms in the house, has been in the past week furnished with a double row of lockers in the centre. This spoils the room for cards, etc., but makes what all must concede to be the finest locker and dressing-room in any cycle club-house in the country.

The entries for the great road race have all been received, and the boys will peruse with anxious eyes this week's copy of THE WHEEL, for the handicappers have decided the fate of all.

Alas! I pity the unfortunate gentlemen who have allotted the starts. Their fate will indeed be a sad one. Think of forty-seven indignant aspirants for a "Victor" calling on Priol in a body. [We shall be "out."—Ed.]

Our Captain is a worker. He has secured quarters and attendants at Hilton for the racing representatives of the club, and can be seen every afternoon out with the training men, always ready to lend a hand or help a tired club-mate at the pace.

The success of the K. C. W. men in the past has been largely due to the good care that has been given them, and on the 30th inst. the boys feel assured all former efforts to look out for the boys in black will be put in the shade.

The Universal Cycle Club is no more. The young clubs cannot become successful in Brooklyn, for the three stronger and older organizations draw most of the riders not too young for membership.

At the meeting of the K. C. W. on Thursday, the 16th, the fact that the U. C. C. had disbanded, and that therefore twenty-two cyclists, good and true, were in want of club comforts, was discussed. Finally a committee was appointed to confer with the members of the aforesaid club relative to their joining the K. C. W. Messrs. Miles, Newman and Marion will no doubt soon have several applications for membership to hand in.

The resignation of Charles Schwalbach from the race committee was accepted, and Mr. Miles appointed to fill the vacancy. Mr. Whymper, who, by the way, is a pusher, was also added. The committee now stands: Nellis, Stevens, C. I. Long, Mills, Whymper and W. F. Murphy, chairman. No drones there, and on June 28 and 29 such a race meet will be held at Washington Park as even the K. C. W. never held before.

Do not forget the date. On June 28 and 29 all roads lead to Washington Park.

Among the many other interesting events to be held on the above date, the 3-mile L. A. W. Championship, will, of course, take premier position. The track is four laps, with easy corners, and we intend to have the largest array of cycling talent ever seen in Brooklyn. Our cycling friends are cordially invited, and we promise all a regular K. C. W. time.

We all hope that the slight sprain L. W. Beazley is now troubled with will soon be on the mend. Such a man of stay and pluck as Lester will be greatly missed the 30th.

Tom Hall will be able to ride the race of his life, and those who think they have a "sinch" when youngsters compete had better keep both eyes on Chas. Murphy.

Club runs are more popular than ever before, but the informal runs are the ones that the boys attend. Last Sunday twenty-three and two weeks ago twenty-five for Roslyn and return, and this over forty-four miles of L. I. roads.

The Hudson County men who were out with us on Sunday appear to think our riders better than our roads.

Five new members on Thursday. Still they come. Let the good work go on.

The burning of the grand stand at Washington Park will in no way interfere with the sale of seats for the K. C. W. meet. Come right up and secure seats early, for they are going fast. The Com. are in session every evening at 1255 Bedford Avenue.

Brooklyn, May 22.

RAM LAL.

BROOKLYN NEWS.

As the time for the big 25-mile road race draws near, it becomes more and more the principal topic of conversation at the cycling club houses in Brooklyn, and if it is causing as much talk, comment and conjecture among the other clubs in the vicinity of New York, it bids fair to go down in the archives of cycling history as one of the most important events ever held.

All the Brooklyn clubs have men entered, with the usual friendly and enthusiastic partisanship, which characterizes the wheelmen of this city. Mr. A. B. Barkman deserves a great deal of praise for the masterly way he has originated and carried through the many details of the undertaking to the present date.

As I said last week, there will be a large attendance from Brooklyn clubs, and with the new regulations of the railroad companies charging twenty-five cents each way for a wheel, the transportation costs on Decoration Day will amount to a very snug little sum. There is a great deal of dissatisfaction over the additional charge for wheels, and a large number of Brooklyn riders who were accustomed to take very frequent rides in the Oranges, now swear they will not go there while such an exorbitant price is put upon their pleasure. The L. A. W. will, no doubt, arrange the matter satisfactorily with the Eastern Traffic Association which controls the rates and charges of the different roads.

The B. B. C., however, will have an informal run in the Oranges next Sunday, with their usual disregard of expenses. A number of the Brooklyn Club boys took a ride across Staten Island last Sunday which was very enjoyable, but marred by a few more or less serious accidents.

Bert Cole started the list by breaking a pedal-pin and was obliged to ride the length of the Island, using a small wrench handle for a pedal. Lieutenant Fay, who rode in the rear of the party, unfortunately frightened a horse driven by an elderly couple, which resulted in the overturning of their carriage and some bad bruises for the inmates. Healy and F. E. Bogart, L. I. W., also accompanied the Brooklynians on the run, the whole party returning from Perth Amboy to Elizabeth, from which point they trained to the city.

I have had inquiries lately from ladies who are learning to ride safely, as to the proper material and construction of their new uniforms, or riding habits, and as I am ignorant in that respect, could give no satisfactory information. I think if some lady rider with experience would write an article on the subject, it would be appreciated.

ATOL.

Brooklyn, May 21, 1889.

[See "Marguerite's" letter in sent issue.—Ed.]

PSYCHE'S NOTES.

It was a mistake for me to say so positively that Mrs. Stall's tricycle weighs only 35 lbs., as I did in my last letter. I knew nothing about it personally, and I wish to amend the statement and say that I have been told that the tricycle in question weighs only 35 lbs.

Miss Helen Grey, in the last issue of the *Bicycling World*, says that I am wrong, and that she has seen the machine and that it weighs 15 lbs. more than I said. She is probably right, and the owner of the lightest tricycle on record is still more handicapped than I thought.

I see that she is under a misapprehension as to the weight of ladies' bicycles. She inquires why I ride a 45-lb. bicycle? I don't.

I have ridden from the first a 39-lb. Psycho, and in July I am to have a machine of the same make weighing 34 lbs. My weight is 128 lbs.

I believe there is one, perhaps more, of the same make and weight in Boston, and I would advise Miss Grey to look it up and increase her knowledge of bicycles.

I am puzzled to know what I can have said to mislead any reader of my letters to the extent of thinking that I wanted to exalt the tricycle at the expense of the bicycle. On the contrary, I think and say that, given the same weight of machine, the bicycle is still far ahead, out of sight in fact, of the tricycle.

As to my espousing the cause of the bicycle as a defence against dogs, I think Miss Grey's terrors must confuse her vision. If I were choosing a mount with regard to its defensive qualities against dogs I think I should choose a push cart, and perhaps never feel really safe till I was in a hearse (that is if I looked at the subject as Miss Grey does).

I see that my friend congratulates herself on the sympathetic utterances of an English correspondent in favor of tricycles, and at the same time assures the public generally that she is in favor of bicycles. It calls to my mind very forcibly a Scriptural quotation beginning "Thou art neither hot nor cold," etc. I leave my readers to look it out for themselves.

One of your Troy friends wants some opinions of practical wheelwomen as to the comparative merits of bicycles and tricycles on country roads.

I have ridden a good deal on both styles of machines over country roads and find the two-wheeler immensely superior. There is almost always a little hard track where the wagon wheels have beaten the dirt hard and smooth, and this a two-wheeled machine can take advantage of, a narrow bit of grass, a little foot-path, all these can be used by the bicyclist to dodge heavy traveling, and this is out of the question on a tricycle.

I enjoyed "Marguerite's" bright letter in your last issue. We have a good deal of the same sort of fun here, though there is no annex to the men's club and no ladies' club. Still, we go out in parties of from two to a dozen and have great fun. I congratulate her heartily on her new mount. I rode a tricycle for two years and can appreciate her delight in the change.

PSYCHE.

THE PROPER DRESS FOR LADIES RIDING SAFETIES.

I see no reason why we need a dress in any way different from that suitable for the tricycle, though a slightly shorter length would be no drawback. I find that when I mount, using the right foot first in starting, my dress has sometimes an awkward habit of winding and twisting under my left foot, making it difficult to properly catch the pedal. Perhaps this will disappear when thoroughly accustomed to the machine.

Almost every wheel-woman one meets, entertains a different idea on the dress question. What shows it better than some club-runs, where no two ladies are dressed alike, with a possible exception of two sisters.

My sister and I have worn out, to our sorrow, a fair number of cycling suits, and in the two latest we have taken most comfort, the very last being but a "second edition" of the previous dress. A grey tricot, medium shade to hide dust and grease spots, made in the plainest style. A full skirt, with opening at side, no trimming; blouse, with full sleeves, tight-fitting wrists and sailor collar. For summer wear we have a white Danish cloth (non-shrinkable) blouse, making a nice change, and also being cooler. Some object to the tricot as being too light and liable to fly too much when out riding in any wind, but this can be remedied by goring and lining the skirts. Ladies' cloth makes a very pretty suit, while I think corduroy too heavy. Although its wearing qualities are lasting, it drags considerably.

Last Sunday's *Boston Herald* contained an interesting article from "E. L. G." relative to *Bicycling for Ladies*. The part regarding dress is good, and I have taken the liberty of giving it here. "Her dress is in but two sections, as Lord Dundreary would naively put it—a blouse and

skirt. The skirt is very full, four yards, and double that allowed by Dame Fashion when she laid down this season's edict of directory and empire gowns narrow and plain. The width gives free action to the feet, it being required that there be no restraint when moving the bicycle. The material chosen should be one that will not readily catch the dust, and the revived brilliantines are found admirably suited to the needs of the lady rider. The make of the skirt is a kilt, in wide or narrow pleats, from the waist down, except in the back breadths, which are shirred three or four times across. No needs whatever are called for, and tounures are out of date in the drawing room and in the street, as well as totally uncalled for on a bicycle. Common sense rules where the latter is concerned. The blouse or body waist is very full, notably so in the sleeves, and, as the English blouses are the rage, the bicyclist has great margin here for the becomingness and the 'high lights' of artistic effects. With a bicycle adopted by womankind, the *olot polot* associate the Dr. Mary Walker or the divided skirt, but a more absurd impression never existed. Any full skirt will do, provided that in its fullness there be enough to give free action and a concealment of the movements of the knees. The best shoes are those with rubber soles. A hat with a visor that will shield the face from sun and wind is probably better than that adopted by common usage on the tennis field and for tricycle wear, the Tam O'Shanter. For the hands, gloves with two buttons in the fashionable coarse grained kid or the Saxe Biarritz. The fair rider must have a whistle, and when she is attached by direct or honorary membership to a club she wears its colors and a club pin.

Will not other ladies give their opinion on this vital problem for the benefit of those who may not feel entirely satisfied, and, also, for the new riders whom we like to see join us every year.

MAPLEWOOD, MASS.

MARGUERITE.

RIVERSIDE WHEELMEN'S HOUSE-WARMING.

The Riverside Wheelmen opened their new house, at 104th Street West, on Friday evening last, with a neat programme of music, refreshments and dancing. The house is a large frame building, a few steps from the "L" road station at 104th Street, only a few rods from the "Drive" and within easy distance of the Park. The building was formerly occupied by Mr. H. Wimmel, of *Puck*, an enthusiastic wheelman, who is about to leave for Europe on an extended trip, and rented his house to the Riversides for three years.

There are front and rear parlors, lunch-rooms, janitor's apartments and a few spare bed-rooms. There is an outbuilding to be used as a wheel-room, and a stable.

The programme rendered during the evening was as follows: Banjo duet, Messrs. Blackman and Brown; song, Miss Driggs; piano solo, Mr. Schwab; recitation, Mr. J. G. Lamb; song, Mr. H. H. Foster; piano duet, Mrs. Block and Miss Schwab; banjo solo, Prof. Dobson.

Between the numbers refreshments were served.

Among those present were: Mr. Terwilliger, Harlem Wheelmen; E. A. Powers and Miss F. Powers, Chas. Stitt and Miss Britton, Mr. and Mrs. Cossitt, H. C. Bryan, Miss Wilson, Mr. and Mrs. J. C. Wilson, Mr. and Mrs. J. W. Miller, L. Johnson and Miss Johnson, R. F. Macey and Miss D. Wright, G. B. Hogan and Miss Macey, J. L. Miller and the Misses Everett, Mr. and Mrs. Whitrell, Mrs. Barry, Mr. and Mrs. Beam, Mr. and Mrs. Odell, Mr. Ducayet and Miss Glassier, Mr. C. M. Driggs and Miss Driggs, Mr. E. Hallett and Miss Newcombe, Mr. S. W. Schwab, Miss Schwab and Miss Stitt, L. A. Clarke and I. C. Wilson, of the Citizens; M. L. Bridgman, Mr. Crichton, of the K. C. W.; Masterson, of the Brooklyns; J. W. Judge, F. R. Miller, A. R. Barry, F. P. Priol, of the N. Y. B. C.; J. G. Lamb, Edw. de R. Brighton, Wm. Potter, Oscar Schrader.

Entertainment Committee: S. W. Schwab, H. H. Foster, C. H. Taylor, I. F. Hearn, Oscar Schrader.

The West End Bicycle Club, of Rochester, N. Y., recently elected these officers: President, J. A. Huesner; First Vice-President, C. J. Iven; Second Vice-President, Wallace Hanney; Recording Secretary, L. G. Mabbett; Financial Secretary, L. B. Vincent; Treasurer, Frank Chamberlain; Captain, Robert Leadley; First Lieutenant, James Barnes; Second Lieutenant, Nat Roe.

A number of wheelmen witnessed the S.I.A.C. games, held at the club grounds, at Staten Island last Saturday afternoon. The event of the afternoon was the two-mile handicap. Windle and Rich were at scratch, but neither turned out. The race was interesting from start to finish: F. G. Brown, K. C. W., made a splendid break away on the last lap and winning easily. The Yale men rode in splendid form but without dash. Schumacker rode stronger than any man in the race. He very wisely decided to ride safely, and took the turns wide and very slow; otherwise he could have won as he showed a splendid form on the straights. The race resulted as follows: F. G. Brown, K. C. W., 155 yards, 5.46 2-3, the best time ever made on this track; S. B. Bowman, N. J. A. C., 160 yards, second by several lengths; D. Oakes, Bloomfield A. C., 225 yards, close up; F. A. Clarke, Yale College, 100 yards, 0; R. W. Steves, K. C. W., 185 yards, 0; J. H. Hanson, M. A. C., 215 yards, 0; W. Schumacker, L. I. W., 0; W. E. Findlay, N. Y. B. C., 0.

FIXTURES.

- 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 Wheelmen's Race Meet at Narragansett Park. Entries close with C. E. Campbell, Providence, R. I.
- May 30, 1889.—Annual 5-mile Handicap Race of New Haven Bicycle Club, at Hamilton Park.
- May 30, 1889.—Sixth Annual Meet and Races of Woodstock A. A., at Woodstock, Ontario.
- May 30, 1889.—North Adams Wheelmen's Races. Entries close May 28, with John B. French, Secretary, North Adams, Mass.
- May 30, 1889.—Hill-climbing contest among members of Wheel Club, at Northampton, Mass.
- May 30, 1889.—Second Annual Tournament of West End Bicycle Club, Rochester, N. Y. Entries close May 29, with C. J. Iven, 22 Exchange Street.
- May 30, 1889.—Winsted Wheel Club's Meet, at Winsted, Conn.
- May 30, 1889.—Bay City Wheelmen's Race Meet, at San Francisco.
- May 30, 1889.—California L. A. W. Division Meet, at Los Angeles. Entries close May 25, at 10 P. M.
- June 1, 1889.—Manhattan Athletic Club 1½-mile Handicap. Entries close May 25, with C. C. Hughes, 524 Fifth Avenue, N. Y. City.
- June 4, 5, 6, 1889.—Kansas Division Meet at Forest Park, Ottawa, Kansas.
- June 6, 1889.—Five-mile Bicycle Race at Seymour, Ind. Entries to be made to John A. Ross, Seymour, Ind.
- June 8, 1889.—Century Run, Orange, N. J., to Philadelphia. Chairman, L. A. Clarke, 25 Broad Street, New York.
- June 8, 1889.—Two-mile Bicycle Handicap at Schuylkill Navy A. C., Univ. of Penn. Grounds, Phila. Entries close June 1, with W. T. Wallace, 123 North 7th Street, Phila., Pa.
- June 10, 1889.—Regular Annual Meeting of Kentucky Division, L. A. W., at Danville, Kentucky.
- June 12, 1889.—Bicycle Race at Huntington, L. I. Entries close with S. C. Ebbetts, Huntington, June 8.
- June 13, 1889.—Two-mile Bicycle Race at Berkeley Oval—Eastern championship, A. A. A. Entries close May 25, with W. Janssen, P. O. Box 125, N. Y. City.
- June 15, 1889.—L. I. W. Race Meet at Brooklyn Athletic Grounds. Entries close June 8 with L. H. Wise, 1,281 Bedford Ave., Brooklyn.
- June 15, 1889.—Two-mile Bicycle Handicap at New York Athletic Club Grounds, Travers Island.
- June 17, 1889.—Annual Meet of Massachusetts Division, L. A. W., at Squantum, Mass.
- June 18, 1889.—Third Annual Meet of Tennessee Division, L. A. W., at Nashville, Tenn.
- June 22, 1889.—New Orleans Bicycle Club's Race for the Hill Cup.
- 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 3, 1889.—L. A. W. Race Meet, at Hagerstown, Md. Entries close June 26, with Harry B. Irwin, 34 West Franklin Street, Hagerstown, Md.
- July 4, 1889.—Race Meet at Brownsville, Pa.
- July 4, 1889.—Illinois Division, L. A. W. Meet, at Ottawa.
- July 4, 1889.—Tournament held by Lancaster (Pa.) Bicycle Club.
- July 4, 1889.—Fort Schuyler Wheelmen, Utica, N. Y., 50-mile Road Race.
- July 20, 1889.—One-mile and 25-mile Bicycle and 5-mile Tricycle N. C. U. championships at Paddington, Eng., track.
- July 27, 1889.—One-mile and 25-mile Tricycle and 5-mile Bicycle N. C. U. Championships at Paddington, Eng., track.

EUROPEAN CYCLING FIXTURES.

Austro-Hungary.—Graz, May 26 and June 9 and 10; Pilsen, June 9 and 10; Prague (Smichow) June 29 and 30.

Germany.—Berlin, June 16 and 17; July 21, September 15; Hanover, June 23, September 8; Cologne, June 2 and 30, August 12; Chemnitz, September 8; Frankfurt-on-the-Maine, September 1; Mannheim, September 8; Crefeld, May 26, September 8. Hamburg.—Altona, May 26, September 22; Bochum, May 30, August 25; Soram, June 9; Coburg, June 9; Magdeburg, June 30, September 8. Denmark.—Copenhagen International Meeting, August 18.

National Cyclists' Union.—Championship Fixtures.—At Paddington, August 24, 50-mile Bicycle and 1-mile Dwarf.

RECORD CLAIMED FOR TWO-MILE TANDEM SAFETY.

By a typographical error in THE WHEEL of May 17, the time made by the Bailey brothers in the tandem safety race at Cambridge, May 11, was given as 6m. 46s., instead of 6m. 4-5s., the correct time. This is claimed as record for that type wheel for distance named.

RACES RUN AT CHICAGO MAY 13 TO 18.

FIRST DAY, MAY 13.

ONE-MILE NOVICE SCRATCH.—First heat: H. E. Loveday, Illinois, C. C., first; F. L. Chase, Lincoln C. C., second. Time 3m. 4 1-5s.

Second heat: F. H. Tuttle, Illinois C. C., first; R. H. Goodrich, Braidwood, Ill., second. Time 3m. 5 4-5s.

TWO-MILE SCRATCH RACE.—First heat: H. L. Kingsland, Manhattan A. C., first; John Mason, Illinois C. C., second. Time, 6m. 9 3-5s.

Second heat: Walk over by E. L. Thornton, Pastime C. A. A. Time not taken.

ONE-MILE HANDICAP.—Run in six heats. First heat: W. Maas, Illinois C. C., handicap 70 yards, first; B. Burroughs, Avondale B. C., Cincinnati, 15 yards, second. Time, 2m. 50 1-5s.

Second heat: R. H. Goodrich, Braidwood, 120 yards, first; W. D. Sheriff, California, Mo., 90 yards, second. Time, 2m. 52 2-5s.

Third heat: Frank Riggs, Illinois C. C., 90 yards, first; A. Guthrie, Alpha C. C., 120 yards, second. Time, 2m. 53s.

Fourth heat: George Thorne, Chicago C. C., 75 yards, first; A. M. Luce, Lincoln C. C., 40 yards, second. Time, 2m. 48 3-5s.

Fifth heat: H. E. Loveday, Illinois C. C., 55 yards, first; F. E. Spooner, Lincoln C. C., 60 yards, second. Time, 2m. 43 1-5s.

Sixth heat: F. H. Tuttle, Illinois C. C., 60 yards, first; O. Wimmerstedt, Lincoln C. C., 60 yards, second. Time, 2m. 44 1-5s.

ONE-MILE RACE (Boys under 16).—W. Pixley, Omaha, first; R. Richardson, Washington, second. Time, 3m. 6s. Prizes, Junior bicycle and silver cup.

TWO-MILE SCRATCH, 6.20 CLASS.—First heat: Won by F. E. Spooner in 5m. 50 1-5s.

Second heat: Won by F. H. Tuttle in 5m. 54 4-5s.

MAY 14.

MILE SCRATCH RACE.—Open only to men that had never raced before—First heat: C. J. Guthrie, Englewood, in 3m. 8 1-5s.

Second heat: A. Guthrie, Alpha C. C., in 3m. 1 2-5s.

Third heat: F. H. Tuttle, I. C. C., in 2m. 54 3-5s.

TWO-MILE SAFETY RACE.—First heat: Won by John Mason, Illinois C. C., in 6m. 31 3-5s.

ONE-MILE HANDICAP, SECOND SERIES.—First heat: F. E. Spooner, L. C. C., in 2m. 56 4-5s.

Second heat: O. Wimmerstedt, L. C. C., in 2m. 48 4-5s.

Third heat: A. Guthrie, A. C. C., in 2m. 49 2-5s.

Fourth heat: Bodach, A. C. C., in 2m. 52s.

Fifth heat: Luce, L. C. C., in 2m. 50s.

Sixth heat: Walkover by A. L. A. Wallace, of Chicago.

TWO-MILE, 6.20 CLASS.—Final heat: Won by Myers, Peoria, Ill., in 5m. 45 2-5s.

ONE-MILE, FLYING START.—Second heat (run first): Kingsland, M. A. C., in 3m. 8 2-5s.

First heat: Burroughs, first, in 3m. 3s.

THREE-MILE HANDICAP.—First heat: Thorne, of C. C. C., in 8m. 50s.

Second heat: Luce, of L. C. C., in 8m. 52s.

Third heat: Myers, of L. C. C., in 8m. 47 3-5s.

MAY 15.

ONE-MILE SCRATCH.—Open to men that had never raced before—Final heat: F. H. Tuttle, I. C. C., first, in 2m. 54 4-5s.

Lovedale a close second.

ONE-MILE SAFETY.—In heats—First heat: O. D. Richardson, W. C. C., in 2m. 52 3-5s.

Second heat: Barrett, by four inches, in 2m. 57s.

ONE-MILE HANDICAP.—In heats—First heat: Pixley, of Omaha, in 2m. 51 1-5s.

Second heat: O. D. Richardson, Chicago, in 2m. 51 4-5s.

Third heat: Burroughs, of Cincinnati, in 2m. 57 1-5s.

Fourth heat: Black, of L. C. C., in 2m. 44 5-5s.

Fifth heat: Richardson, in 2m. 51 1-5s.

ONE-MILE SAFETY.—Boys under 17.—Won by Richardson in 3m. 3 3-5s., with five contestants.

ONE-MILE, FLYING START.—Final heat: Won by Burroughs, of Cincinnati, in 2m. 48 3-5s.

MAY 16.

ONE HUNDRED MILE AMATEUR RACE.—Won by Spooner, of Lincoln C. C., in 5h. 59m. 40s., breaking the 100-mile amateur record by 12m. 20s.

Seven starters had entered for this race, among whom Van Sicklen, of Chicago, and Myers, of Peoria, were favorites, and the race thought to be certainly between them. At the finish Spooner was over two miles ahead of Hamel, who finished second, and the supposed winners had drawn out before covering fifty miles. Spooner was carried from the track amid wild enthusiasm and a shower of bouquets.

ONE-MILE, 3M. CLASS.—In heats—First heat: Neilson, of Boston, in 3m. 15 3-5s.

Second heat: Tuttle, of S. C. C., in 2m. 50 4-5s.

TWO-MILE HANDICAP.—In heats—First heat: Black, of L. C. C., in 5m. 37 1-5s.

Second heat: Kohler, of A. C. C., in 5m. 42 3-5s.

ONE-MILE HANDICAP.—Final heat: Won by Richardson of W. C. C., in 2m. 46s., 160 yards.

ONE-MILE, 3M. CLASS.—Final heat: Tuttle, first; Lovedale, second; Time, 2m. 51 4-5s.

HALF-MILE.—Boys under 12.—Clarence Simpson, aged 12, won in 1m 59 2-5s., from thirty yards mark, with Allie Johnson, also 12, second, from scratch.

TWO-MILE HANDICAP.—Final heat: Won by Burroughs of Cincinnati, with a great spurt, in 5m. 42 1-5s.

MAY 17.

THREE-MILE HANDICAP.—Final heat: Won by Myers, of Peoria, in 8m. 34s., with Luce second.

QUARTER-MILE.—In heats—First heat: Washburne, in 40 3-5s.

Second heat: Riggs, in 42 2-5s. (walk-over).

Third heat: Loveday, in 48s. (walk-over).

ONE-MILE SCRATCH RACE.—Won by Burroughs, of Cincinnati, in 2m. 54 1-5s.

ONE-MILE RIDE AND RUN.—(First quarter ridden and the others alternately run and ridden), Myers of Peoria, won easily in 4m. 29s.

ONE-MILE HANDICAP.—First heat: Tuttle, in 2m. 48 3-5s.

Second heat: Bodach, in 2m. 49s.

QUARTER-MILE.—Final heat: Won by Washburne, in 39s. Three starters.

FIVE-MILE HANDICAP, and Final Race of the Evening.—First heat: Myers, of Peoria, first, in 17m. 20s.; Burroughs,

of Cincinnati, second. This was practically a scratch race and the prettiest of the evening, as both men started from the 60 yards mark, and Myers won by not more than inches.

Second heat: Riggs won in 14m. 26 1-5s.

MAY 18.

ONE-MILE NOVICE, Final heat.—Won by Tuttle in 3m. 11 4-5s.

ONE-MILE SAFETY, Road Wheels.—Won by Mason in 2m. 54 4-5s.

ONE-MILE HANDICAP.—Won by Tuttle in 2m 42 4-5s., in striking contrast to his previous time in the One-Mile Novice.

TWO-MILE, L. A. W., Members Only.—Won by Kohler in 5m. 39 3-5s.

THREE-MILE TEAM RACE.—Illinois Club first in 8m. 57 2-5s.; Chicago second.

TEN-MILE SCRATCH RACE.—Won by Burroughs, of Cincinnati, in 31m. 48 3-5s.

FIVE-MILE HANDICAP.—This was given to Riggs, as the only other contestant, Burroughs, was taken ill, and fell from his wheel.

During the entire tournament a six-day professional race has been contested on another track in the same building, with the usual entries that a long-suffering public is familiar with. One recent addition is Reading, of the Twenty-Second Regiment, stationed at Fort Omaha. Prince, under whose care and training Reading has been, would seem to have had charge of him both morally and physically, for by those two "pocketing" Knapp, the latter was kept from first place, and Reading allowed to win. Chicago papers characterize this piece of business as open fraud, and cries of "Prince is a robber," "Rule him off," etc., were common. By a daring spurt, when three laps were yet to be ridden, Knapp went ahead, and took second money, to the crowd's great satisfaction. Of course, all the above is nothing new to those that have watched the course of these professionals, and we can feel little sympathy for Chicago people that were victimized by such well-worn tactics. Barnum was certainly right when he said the public enjoyed being humbugged.

FOREIGN RACING ITEMS.

In the 1-mile handicap at Paddington, Eng., May 4 (safeties and ordinaries in alternate classes), Shute of the Polytechnic, 160 yards, won first heat easily in 2m. 36 1-5s. Schafer also of Polytechnic, scratch, came second in the fastest mile yet made on a safety, 2m. 37 1-5s.

H. D. Faith, of London, on an ordinary took the second heat in 2m. 43 2-5s. In the final heat Shute won again by 25 yards, the only ordinary rider coming in a bad fourth.

W. H. Langdown, of the Pioneer B. C., New Zealand, who will be remembered as visiting America a few years since, has won the Cyclist's Alliance 5-mile Championship in 18m. 28 4-5s. Reports speak of the finish as a grand one, Langdown winning by but two lengths.

On the 17th of April, while trying a new racing bicycle at the Frankfort track, Lehr, the famous German racing man, was thrown to the ground by the left pedals breaking, and fractured his left arm in three places. Mr. Lehr had been expected to compete in the N. C. U. Championships at Paddington, Eng.

At the cycling races in Plymouth, on Whit-Monday, the leading prize was the Plymouth C. C. Cup, costing over £105 net, or \$525 in our currency. That would be considered worth working for even on this side.

The Cutford Cycling Club's 20-mile handicap road ride was won by Messrs. Tom Green and F. Adams, from the 6m. 30s. and 6m. marks, who dead-heated for first place in net time 1h., 10m. 12s.

Where safeties and ordinaries compete, as in several recent English events, the only chance the safeties seem to have is to set a sharp pace at start and keep it up all the way through—"Slogging," as our contemporaries term it.

Mr. P. P. Kilkelly, the racing hope of Ireland, and seemingly the only foeman worthy of Synner's notice, is confined to his bed from inflammation of the left knee and a high fever. This was due to a bad fall received in the race for the Dunboyne Cup. Mr. Kilkelly's father states that his son will certainly not be able to mount a bicycle again this year, though the case is progressing favorably. Mr. Kilkelly will have the regrets of all racing men over this piece of ill-luck.

A 2-mile bicycle handicap will be held at the Athletic Club Schuylkill Navy games, to be held at the University of Pennsylvania grounds June 8. Entries close June 1, with W. T. Wallace, 123 North Seventh Street, Philadelphia, Pa.

MEMORIAL DAY.

PROVIDENCE RACE MEET.

The list of events and prizes is as follows:

One-mile handicap—First prize, gold medal; second prize, entire jersey suit from Whitten & Co.; third prize, billiard cue from Brunswick-Balke Co. One-mile safety handicap—First prize, gold medal; second prize, Smith & Wesson revolver; third prize, pair kangaroo bicycle shoes. One-mile team race—Prize, a fine silver cup. One-mile tandem safety—First prize, two extra fine meerscham pipes; second prize, two silver-headed canes. One mile State Safety Championship.—First prize, gold medal from Coventry Machinists' Co.; second prize, lantern from Clark Cycle Co. Two-mile National L. A. W. championship—Prize, gold medal; second prize, silver medal. Three-mile championship of State—First prize, gold medal from Campbell Co.; second prize, World type-writer. One-mile (open) bicycle—First prize, gold medal from H. B. Smith Machine Co.; second prize, Butcher cyclometer from Singer & Co.; third prize, pair Kingston jersey breeches. Two-mile safety (open)—First prize, Kodak camera; second prize, Victor cyclometer from Overman Wheel Co.; third prize, Pongee silk shirt. One-mile tandem safety handicap—First prize, two leather-cased toilet sets; second prize, two pairs Lemair opera glasses. One-mile novice—First prize, silver cup from Pope Mfg. Co.; second prize, seal ring; third prize, "Pigs in Clover" (solid silver charm); fourth prize, Oklahoma house lot (if you can get it).

TWO-MILE BICYCLE A. A. W. CHAMPIONSHIP.

The Eastern championship of the A. A. W. will be held June 1 at the Berkeley A. C. grounds, on the Harlem River. Among the events is a ten mile handicap. Entries close May 25 with F. W. Janssen, P. O. Box 125, New York City.

AGAIN THE BICYCLE THIEF.

The bicycle thief and swindler has appeared recently in a new form at Lynn, and nearly succeeded in taking with him to London two bicycles, one a single and the other a tandem safety. These had been purchased by one Alfred Nightengale on the instalment plan of Mr. C. E. Whitten, of Lynn, and \$50 paid on one wheel. Not content with these two machines, he also tried to work Mr. Whitten for a lantern by the old familiar dodge of representing that a friend of Mr. Whitten's had sent for it by him. The lantern was sent, but meeting the friend and learning that no lantern had been ordered by him, Mr. Whitten suspected that all was not right, and made a visit to Linden, where the thief resided. Finding the house empty, and, learning that Nightengale was about to sail for Europe, Mr. Whitten returned to Lynn and put Detective Shaw on his track. Officer Shaw on reaching Boston fortunately learned that one bicycle was laid up for repairs with the Hope Bicycle Mfg. Co., but that the tandem was packed ready to send to England on the steamer Catalonia. Nightengale was too old a bird to go to the repairer's himself for the bicycle, but sent another man who took it where the tandem was stored, followed by the detective in a Herdic. Here Nightengale, who had taken tickets for himself and wife under fictitious names, was arrested and locked up to await examination. Nightengale's sweet song will doubtless only be heard from the "cage" for some time to come.

LATER.

At the hearing of Nightengale's case, in Police Court at Lynn, testimony was brought forward a little more favorable to him, one witness for the prosecution admitting that he lied to Detective Shaw about the lantern. The prosecution's strongest point was supposedly the stealing of the lantern, so this rather nonplussed them. Other charges were technically disposed of, and Nightengale required to furnish \$300 bail. Scores of wheelmen were present, and the streets looked like a meet on a small scale.

On May 14, at Trinity College Sports, E. K. Hubbard, of '92, captured the 2-mile bicycle race in 6m. 43s.

Entries for the two-mile A. A. N. Eastern Championship close to-morrow with F. W. Janssen, P. O. Box 125, New York City.

POINTS ON THE HAGERSTOWN MEET.

EDITOR OF THE WHEEL:

From a curs(e)ory glance at some of the work of a few correspondents of wheel papers, who sign various *nom de plumes* like Jassax and all that sort of thing, it is apparent that for some occult reason, they are attempting to give the Hagerstown Meet a black eye, or else their information is at fault. There is no use—the real wheelmen—the road riders—are coming to the Tenth Annual Meet. They are the men who want a Meet on a wheelman's basis and not on that of a mischievous literary dude's. The everyday entertainments of the stereotyped Meet in a large city can be had at home, but the unique features to be enjoyed at the Meet in the mountain city of Hagerstown "catches" them. The hyper-critics call it a hamlet. It is a city of about 20,000 population, with the enterprise and ambitious edifices of one of half a million; has about thirty miles of roller-made street surfaces, so that you can mount your wheel at the doors of the hotels and enjoy them, and is of no insignificant commercial importance. They call it "hot" up there. It is not so hot in the first part of July as Boston, Chicago, New York, Philadelphia or Baltimore; in fact it is one of the resorts for people of larger cities to escape the heat of their own. The roads are superb, with a variety of choice in grade, from dead level to hilly or mountainous, and with smooth coasts of from a few yards to several miles. These roads radiate in all directions. Wherever you go, whether in the city, into the surrounding country or across the mountains, the road-bed is that same hard, smooth limestone surface, and leads you through scenes of entrancing beauty. Do you want to follow the immortal "Sheridan's ride" with "Winchester twenty miles away?" Well, you can do it over the smoothest, speed-inspiring pike you ever saw, while the grand mountains towering above you, the odors from the blooming locust trees standing sentinel in picket line along the road, and the charming sights that greet the eye on every hand, all combine in creating a variety of pleasant sensations that pen is powerless to describe. Do you want to ride to the battle-fields of Gettysburg, Antietam, South Mountain, Cedar Creek and many more of lesser note? The finest stretch of roads in the country for wheelmen leads you through them. Do you wish to visit the renowned city of Frederick that inspired Whittier to write of grand old Barbara Fretchie when she defied that great chieftain, Stonewall Jackson, and his cohorts with:

"Shoot, if you will, this old gray head,
But spare your country's flag," she said.

Well, you can do so over a sand-papered pike that crosses two mountains and valleys, and shows you such sights as will dwell in memory to your last days, and all a-wheel for a four hours' slow ride. But what is the use? The road-books, the tales of tourists, the pens of contributors to magazines and wheel papers, have all united in spreading the fame of the Shenandoah Valley riding district, and the real wheelman thirsts for a taste of its pleasures. The Tenth Annual Meet is to be in this favored spot, and the riders are coming to it. The wisdom of President Luscomb and the executive committee in selecting it will be amply vindicated in a short time by all the lucky participants in the Meet, and then, perhaps, the carping hyper-critics and chronic kickers will crawl in their slimy holes and die while reflecting on the fact that it would have been better to have had some knowledge of the subject they were writing about.

You will soon be furnished with an illustrated article on the Hagerstown Meet that will give more elaborate information.

Respectfully and truly yours,

ALBERT MOTT,

BALTIMORE, Md., May 16. C. C. Md. Div.

THE HAGERSTOWN MEET.

The following circular letter has just been issued by President Luscomb, of the L. A. W.: "It is suggested that six meetings be held during the coming meet, at convenient hours, and that the subjects to be discussed at the several meetings be as follows:

"1. Rights and privileges of wheelmen in cities and on the road.

"2. Improvement of highways and condition of roads.

"3. Racing and its rules.

"4. Our constitution and by-laws: the scope and development of the L. A. W. and the advantage of League clubs.

"5. Railroads and transportation.

"6. Wheels and their appurtenances from the practical riders' standpoint

DOUBTS DISPELLED.

If any wheelmen had a secret suspicion that at Hagerstown, Md., the mercury's favorite position was plus 95° in the shade, or that Hagerstown itself was a mere hamlet of 5 000 or so, let them read Chief Consul Mott's letter in another column. If their minds are not set at rest and enthusiasm aroused, they must be indeed classed among the blase "400." Mr. Mott is a man whose statements can be taken without salt, and he knows whereof he writes. With a spirit roused by articles he thinks intended to slur Hagerstown, he "talks right out in meeting." But that feeling is pardonable, and the enthusiastic description of Hagerstown's attractions most commendable. By all means, make your arrangements to go to Hagerstown and spend a week, for no three days will exhaust its resources. Don't be afraid of swooping down on the stricken hamlet and eating the inhabitants out of house and home. Things to eat are grown in that country, and, at the worst, we can go out foraging.

"Fair as a garden of the Lord,
To the eyes of the famished wheelmen horde."

CYCLISTS' UNION OF LONG ISLAND.

CYCLISTS' UNION NOTICE.

All members of the Cyclists' Union intending to compete for the Schwalbach Mileage Medal, as per his offer published in THE WHEEL of April 19, should send their mileage at the end of each month to M. L. Bridgman, President C. U. of L. I., 1,255 Bedford Avenue, Brooklyn, instead of Mr. Austin, as previously stated.

[Signed] BERT M. COLE, Secretary.

The above medal is to be of gold, suitably inscribed, and given for the greatest mileage from April 1, 1889 to April 1, 1890. For the benefit of possible readers not receiving THE WHEEL of April 10, we reproduce the conditions upon which the medal must be won, as follows:

"All distances to be made on the road, it being understood that this offer is made in promotion of touring. Reports of each month's mileage to be handed the President of the Cyclists' Union on or about the first of each succeeding month, after being duly checked and authenticated by officers of the club to which the member may belong, and total mileage for the season to be sworn to before a notary. Reports from members not of any regular organized club to be duly authenticated to the satisfaction of the Executive Committee of the Union, and total mileage sworn to before a notary. In no case is any person's mileage at any time during the twelve months to be made known by you to others, competing or not competing. In the case of regularly organized clubs, your Executive Committee may waive the condition requiring a member to confirm his total mileage before a notary."

KARL KRON AND THE WASHINGTON SQUARE ARCH.

In each daily issue of the *Commercial Advertiser* of last week, May 13 to May 18, Karl Kron printed a letter in support of the committee who are engaged in raising a popular subscription of \$150,000 for the erection of a Centennial Memorial Arch in his own beloved Washington Square. The series seems likely to be continued through this week also, judging by his seventh letter in Monday's paper. He writes to us as follows: "I want THE WHEEL to freely advertise the fact that the Society of Amateur Photographers are to give an interesting stereopticon exhibition of views of the Centennial parade, at Chickering Hall, May 28, all the profits going to the Arch fund. I shall be glad to have any reader of "X. M. Miles" who feels kindly towards the Square, because of the praises of it which I have printed there, buy a ticket to the show, and thus help build the arch. If he is liberal enough to help it by a dollar or two, the money may be sent to the treasurer, W. R. Stewart, 54 William Street.

New York, May 20.

KARL KRON."

In the 1-mile handicap bicycle race at College City of N. Y. Sports, May 11, F. P. Wier, '93, 20 yards, defeated A. H. Zimmermann, '91, scratch, in 3m. 11 3-5s.

Mr. J. W. Bate, a member of the Prospect Harriers, and well known to many Brooklyn wheelmen, will open a cycle agency on June 1, at 465 Flatbush Avenue, Brooklyn, a few minutes walk from the Plaza entrance of Prospect Park. He will handle a general line of wheels, and rent, repair and store. He is also special agent for Graff's seamless bicycle shoes.

ST. LOUIS.

It is sincerely to be regretted that the efforts of Bob Garden to open the Pullman road race to St. Louis riders has failed. The fault is not his; he did all in his power to get our men in and they fully appreciate the enterprise and good feeling he has displayed. The facts in connection with the matter are these: He wrote down here some time ago, inviting the St. Louis men to go in, and in response to that invitation eight entries were sent up last week. On receipt of them, Garden wrote back that he regretted he could not accept so many; that the Chicago riders on scratch only numbered three, and they objected to more than that number starting with them. Indeed, they protested against any outsiders being allowed to enter, but Garden said he would accept four of our men, without further argument, if that would be satisfactory. He said further that the committee in charge of the race had decided that all the St. Louis entries must start from scratch. Of course, that was understood. Any other disposition of the St. Louis riders would be manifestly absurd. The mere idea of St. Louis road riders accepting a handicap from Chicago riders is calculated to cause a broad smile from any one who is posted as to their relative merits on the road. Well, the upshot of it all was that the St. Louis men resented the gratuitous insult conveyed in the refusal of the Chicago men to allow themselves to be outnumbered at the scratch. That protest implied, if it did not express the fear that the St. Louis men might use their surplus to the disadvantage or detriment of the three little Chicago men, and as we could not submit to any such imputation as that and retain our self respect, the entries were all withdrawn. Garden then agreed to let all our men in, but they did not think they could consistently enter in the face of the protests which the Chicago men had made, and the fact that the entries had first been refused. We only know Garden down here by reputation, but he has shown himself to be built on the broad gauge plan, and it is a pity that he cannot be located at St. Louis, where men of that stamp are more thoroughly appreciated than they appear to be in the village on the lake. This is the third attempt the St. Louis men have made to get in the Pullman road race, and it is safe to say it will be the last.

By the time this letter reaches you the first of the Stone-Lumsden races will have been decided. Stone is having hard luck with his training on account of the bad weather and it is doubtful if he will acquire sufficient familiarity with the track to do his best work. Besides he has been disappointed in not getting the wheel he wanted and he will be badly handicapped on that account. Under these circumstances his chances look slim and he will not carry much St. Louis money. A party including Stone, Holm, Brewster, Child, Jordan and others, will go up Friday night to see the race and visit Sam Miles' show.

The grading of the new track is all finished and the surface will be put on at once. If the weather is favorable the track ought to be finished for the three-mile event on the 25th inst. If not, the fair-ground board track will be used.

The cycle club to the number of eighteen went to Ballwin last Saturday night, and were held there all day Sunday by a fierce rain storm which lasted the entire day. They got back about 7 P.M. wet and bedraggled but full of enthusiasm. Captain Sanders is making a record with this club and the men under him are doing great work this season. It is a bicycle club with all that the term implies.

A. L. Jordan, late repairer for Simmon's Hardware Co. and L. H. Frost, at one time Captain of the Chelsea club, have taken the Pope agency and are located at 1320 Washington Avenue. The style of the firm will be A. L. Jordan & Co., and they ought to be able to do their share of business, notwithstanding their late start.

The many St. Louis friends of L. J. Berger will be glad to hear of his continued good fortune. He sailed on the "City of Paris" from New York the 15th inst., for England along with Geo. M. Pullman, Minister Lincoln and other distinguished men. We are compensated for his temporary absence by the return of Captain Hilderbrand, who will probably land on the 24th.

THURIEL.

SAN FRANCISCO.

The local riders were surprised and pained to learn of the death of Mr. Stephen Terry in this city. They did not know he was here, or they would have been pleased to render him any assistance in their power.

Eastern riders visiting this coast should come provided with credentials, such as their League card or a letter from their club Secretary.

The members of the Bay City Wheelmen, whose club-rooms are at 230 Van Ness Ave., are also pleased to show visitors points of interest in this vicinity. Intending tourists please note.

Mrs. Mohrig, the wife of our Chief Consul, accompanied the Bay City Wheelmen on their run to San Mateo last Sunday. It was a treat to see how gracefully she rode. Her mount was a forty-five pound "Cyclo" bicycle geared to fifty inches.

R. M. Welch, J. J. Bliss and H. W. Burmester, of the Bay City Wheelmen, made the trip to San Jose and return last Sunday. The distance ridden was about 105 miles, over our regular "century run" course. The start was made at 5 A.M., in a light rain, which interfered very much with the riders. The first stop was at Redwood City, twenty-five miles, for breakfast, or rather for their second breakfast. A wind from the south began to make its presence felt after they left Redwood, and they had to push against it to San Jose, which city was reached at 11:20, ten minutes ahead of the schedule time. After a substantial dinner the return journey was commenced, when it was found that the wind had again shifted and now blew quite strongly from the north. San Francisco was reached at 8 o'clock. The roads were in fine order, and were it not for the rain in the morning and the head winds encountered during the day, the trip would have been quite enjoyable.

On the same day the Bay City Wheelmen had their first picnic run of the season. Thirty members rode to San Mateo, twenty miles from this city. It was raining when the members left the city, which accounts for the small attendance. When the picnic ground was reached the day had cleared up and the boys had a fine swim.

On July 4 Stockton will hold another race meet, and the club hopes to make it as great a success as the one or last July.

Yours,

CALIFORNIA.

TACOMA, WASHINGTON.

My telegram of the 12th inst. apprised you of the result of the twenty-mile road race for the championship of Washington Territory. As I predicted, Halsted, formerly of New York City, won, with Thompson a close second. Notwithstanding the fact that cycling is still in its infancy throughout Washington, the interest manifested by the public in the contest was very great. For the past week mystery surrounded the doings of those competing, and finally public favor switched from Halsted and Prince Wells to W. H. H. Kean. Many bets were made, mostly in favor of Kean. But, unfortunately, his hand sustained an ugly bruise several days ago, which troubled him through the race. Saturday could not have been more propitious, and all remarked upon the advantages enjoyed by the competitors. Many of the spectators were disappointed to learn that Prince Wells would not ride. The Seattle boys would not enter for the same reason—lack of practice—so that, instead of ten entries only five appeared. The start was made at 3.47 P.M., the spectators all making suggestions to their respective favorites as to pace, etc.

The quintette dashed off at a lively rate amid the cheers of spectators and waving of handkerchiefs by young ladies. Many of the latter thought Halsted—"dear boy"—had lost the race because he took last place in the procession.

The first mile was ridden in 3m. 12s., with Kean in the lead, closely followed by McCoy, Thompson, Halsted and Wilson. These positions were maintained to the five-mile post. Time, 18m. 5s. The ride to the starting point was against the wind, which retarded progress. At the seven-mile post Wilson's wheel tightened in the bearings and he was forced to quit. McCoy reached the eight-mile post one-quarter mile ahead of the field, which lead he kept to the turning post, ten miles. As he rode over the small hill three-quarters of a mile from the stake, a yell went up, and his friends went wild with excitement. Thompson was next to appear, and although his first race, he showed excellent judgment by not spurring down the homestretch. The coaching of Halsted during the entire race kept Thompson down to a uniform speed and benefited him materially. Some few seconds after Thompson, Kean and Halsted dashed over side by side, fully a quarter of a mile behind McCoy. Again a loud cheer went up, for these two were favorites.

Bets of \$100 to \$80 on Halsted found no takers. Kean's left hand troubled him considerably, but he made a good showing as he spurred down the stretch, using only his right hand. Halsted followed him closely, and not caring to take undue advantage, he also used but one hand, to the great amusement of the spectators. McCoy finished the 10 miles in 41m., and made a quick turn. Thompson slowed up to take a drink and was again away before Kean and Halsted reached the stake. The former did not stop, thinking it a bad practice to drink while racing. I suppose Halsted has had enough experience on the race-path to realize the danger of drinking ice-cold water. His only excuse is the fact that the water was brought to the turn by two young ladies, who seemed particularly interested in his success. By actual timing he lost just two minutes, making McCoy's lead three minutes. But the inspiration infused in him evidently gave strength, for Kean was soon overtaken and dropped in the rear. Then Thompson was caught, and the two gradually gained on McCoy, not catching him till the fifteen mile turn had been made. From this point to the finish the three kept close together, each watching the other. The pace was hot through the sandy part of the road and up the hill, and the many spectators yelled themselves hoarse. The people at the finishing post became excited as the time drew near for the riders to appear, and one and all eagerly gazed in that direction. They were not long held in suspense, for suddenly McCoy's black cap and black and white suit were recognized, with Thompson close on his little wheel. But "Where is Halsted?" was asked by his friends. Many thought he had taken a header.

As the riders reached the hard road and the dust settled, Halsted was seen immediately behind Thompson. It was anybody's race, and only a half mile from the finish. A jerk of the Course Mr. East successfully kept the homestretch clear, and Prince Wells was everywhere yelling and shouting to the people to keep back. At the half-mile post Halsted fooled the boys, for they expected he would not spur until he reached the quarter pole.

As McCoy and Thompson rode around the outer edge of a large puddle, Halsted dashed through the middle of it, got the inside of the road, and commenced his spurt. Thompson was game to the end, and drew up alongside Halsted 300 yards from home and stuck there a few seconds. At this juncture the large crowd went crazy, and with difficulty were kept off the road. Halsted increased his speed and pulled away, winning the race in 1h. 26m.; Thompson second, in 1h. 26m. 15s.; McCoy third, in 1h. 26m. 30s.; Kean fourth, in 1h. 28m.

Many Eastern people were present, and they all said a finer race could not have been run. Halsted and Wells, who have before competed in road races, were surprised when the time was announced, for they thought 1.30 could not be broken. The riders were warmly congratulated, and from appearances, I will guarantee that many hearts were beating more rapidly than usual as the victor rushed from one carriage to another to exchange a few words.

During the interval between the start and finish some impromptu races were run off, on both bicycles and horseback, and in this manner the spectators kept interested.

Some of the boys are dissatisfied with the result, and a competition will probably be on the tapis for July 4. Many of the wheelmen think Thompson purposely slipped his pedal when spurring down the homestretch so he would not beat Halsted, and this fact has strengthened their opinion that the latter cannot ride a short race. It is rumored that Prince Wells will challenge Halsted to compete with him in three races, distances to be one-quarter mile, one mile and two miles.

After the finish a man was heard to say that his bet was off, for he had positive proof that Halsted is a professional. In vindication, Halsted referred to the League official handicapper as to his amateur status, and also volunteered the information that if he were a professional the bet would not be affected, as the L. A. W. claims no jurisdiction over road races. [Mr. Halsted's amateur standing is a fact and has never been questioned.—Ed.]

On May 24th the boys intend taking a trip to Victoria, B. C., to participate in the celebration of the Queen's Birthday.

MAY 15, 1889.

SNOHOMISH.

The Manhattan Bicycle Club held an enjoyable reception at its club house last Friday evening. A party of young ladies, friends of the members, decorated the house a few evenings before in a most artistic and admirable manner.

BUFFALO.

The Decoration Day runs of the clubs have been decided upon. The Ramblers will go to Batavia, the Zig-Zags likewise, and the Buffalos will have their "century run" from Erie.

The arrangements of the Buffalos for their "century" are as follows: Leave Buffalo at 7 P.M. on the night of the 20th on the Empire State, of the Lake Superior Transit Line. Breakfast will be taken aboard the boat, and the start made from Erie at 6 A.M. The first stop will be made at Westfield, thirty miles from Erie. Fredonia, twenty miles further on, will be the next resting place, and here a group picture of the riders will be taken. At Angola dinner will be had, and then will commence the "scorching" part of the run to Buffalo. It is not the intention of the club to make this a race, but merely an enjoyable trip, and to see how many riders can be brought through. Thirty-one have thus far signified their intention of making the run.

The uniform question has been disposed of by two of the clubs. The Ramblers have adopted black and the Buffalos will retain their present blue. The Women's Wheel Club has not as yet decided this vexatious question, but at the next meeting a choice will be made.

The Zig-Zags are settled in their club-house at the Circle, and will soon give a reception to local wheelmen.

The Ramblers will be met at Batavia on Decoration Day by the Genesee Club, of Rochester.

The "goat" is not in favor as a road wheel in these parts. A party of Ramblers went to Aurora last week, and among them were four safety riders. Three of them returned to the city by train.

The action of the passenger agents of the trunk lines in New York on May 9 is at present a matter of much concern among local wheelmen, and Chief Consul Bull has issued a circular to the local consuls of the State, urging them to write from their respective districts to the heads of the roads patronized by them, protesting against this action.

At the last regular meeting of the Women's Wheel Club six new members were admitted. The fair sex have got the craze, and ladies' bicycles are a common sight on our streets.

Zo.

NEWARK.

The smoker of the Atalanta Wheelmen on the 12th, was a decided success, owing to the untiring efforts of the committee, Messrs. Drabble and Eichhorn. Many thanks to them.

Among the other prizes for the 25-mile race at Irvington, May 30, is a handsome bicycle lamp, from Howard A. Smith & Co.

On last Saturday afternoon (18th), fifteen members of the Atalanta wheelmen started for Rutherford, leaving the club-house at 5:30. At Avondale they were met by Captain Dean, of the Rutherford Field Club, and taken around town until finally the R. F. C. House was reached. There the boys amused themselves with billiards and pool until 9 o'clock, when supper was served, and at 10 o'clock they started for home. A walk of two miles (over fences and through ditches) brought us to a comparatively good road. The "dismiss" was blown at 11:30, and the boys started on "Home, Sweet Home."

SPARK.

"JACK" ON AMERICA.

In that part of *Wheeling* devoted to "Scientific Wheeling" (rather a misnomer, is it not?) "Jack," under the caption of "A Few Notes from America," is allowed to air his views as a quondam Englishman. We reproduce parts that we think will be of interest to our readers:

The safety bicycle seems to have taken on the American cyclist's mind about the same kind of hold which it took in England some years ago. For every ordinary bicycle I saw in the Central Park, New York, the other day, I noticed at least two safeties, the majority of them being Victors or Columbias, though the Swift, Ivel, Premier and Demon, of English manufacture, were noticed. The Rational, which is bound to be a popular mount in America in a year or two, is as yet only discussed with, I must say, a good deal of favor. Experienced riders have found that machines with as few screws and parts possible are the only ones which can be expected to stand long usage or give anything like satisfaction on this continent.

The surface of the roads in Central Park are on an average as good as anything to be found in England, though some wofully "hummocky" roads are to be found just outside the park. Nickel-plating is much more in vogue here than in England, where the cycle has gradually become less of a machine for amusement than for practical use. The Citizens' Bicycle Club is reputed to be the best New York club, and certainly contains some gentlemen who are in every way creditable to the sport. The club-house is well appointed at 26 West Sixty Street, in the fashionable quarter of New York, and has every convenience in the way of dressing-rooms, hot or cold shower baths, lockers and wheel rooms, while a colored janitor is at the beck and call of the members of the club. The house is well heated, and one can ride right to the door from the park. In fact, it has every convenience requisite to the enjoyment of the sport around New York (still it does not come up to the Anchor at Ripley). It is the rule in New York to leave all cycling togs, &c., at the club-house and come down on the elevated roads or street cars in a business suit, which is doffed at the club-house and the abbreviated garments of cycling donned. In America knee trousers or knickerbockers are only worn by bicyclists or baseball players, by pedestrians and shooting men very seldom.

The tricycle has gone out of favor very much since the safety has come in, and it is even whispered that ladies are going to ride the safety quite extensively over here. Geo. R. Bidwell has opened a riding school where ladies may learn safety riding in privacy, far from the gaze of the impatient gambler or the insolent street cad.

J. PURVIS-BRUCK.

The latest form of bore in cycling is the reporter of the lay paper, who calls at the office, informs you he is now going to do the cycling for the *Daily Citizen* or whatever, and wants you to fill him up.

CALIFORNIA'S L. A. W. MEET.

The programme gotten out by the California League Division is at hand, and a remarkably neat-looking piece of work it is, one that would do credit every way to the national organization itself. If any comparison is to be made, in style and shape it reminds us slightly of the programme issued for the League meet at St. Louis. Men and maidens ride various types of ordinaries and safeties on the outside pages, and California's seal and the familiar L. A. W. badge of that State, surmounted by the grizzly bear, are also there.

The meet is held at Los Angeles, May 30, and events, briefly summarized, are as follows:

Parade on Thursday morning at 10 o'clock over the asphaltum streets.

Ten different clubs, besides the Division officers and the "great unattached" will take part. Races Thursday afternoon at Agricultural Park, called at 2 o'clock sharp.

These events will be run off. One-mile novice; 1-mile open, 3:15 class; 1-mile State championship; 1/4-mile dash, open; 1/2-mile dash, open; 1-mile dash, boys under 18; 3-mile national championship; 5-miles, open; 1-mile, safety; 1-mile, open.

The prize in the 5-mile is a special star, winner's choice, style and finish.

On Friday, May 31, a run through the famed San Gabriel valley will be made, covering some 25 miles.

Saturday, June 1, includes a hill-climbing contest at 10 a. m. The hills selected are on Olive Street and Second Street. At 2 o'clock in the afternoon a run to Cahuenga Pass will be made. The scenery here is said to be magnificent.

Sunday, June 2, and the final day, a visit to "Santa Monica-by-the-Sea" is planned, where all that wish can test the coldness of the Pacific's waters. We predict a large attendance and a thoroughly enjoyable time. The principal officers of the State Division are: C. C. Edwin Mohrig, San Francisco; V. C. J. Phil Percival, Los Angeles; Sec.-Treasurer Alex. S. Ireland, San Francisco.

SPRING MEET OF MASS. DIVISION
L. A. W. AT SQUANTUM.

The following circular has been issued by the committee in charge of arrangements:

"The spring meet of the Division will be held on June 17, at Squantum.

Through the courtesy of President Hodges and Paul Butler, of the Boston Bicycle Club, the "old Squantum estate" has been placed at our disposal.

The programme as now contemplated is as follows: Assemble in Copley square at 10 a. m., leaving at 10:30; a run of seven miles to Squantum, where racing, boating, bathing, bowling and ball playing can be indulged in.

Two races will be run and two medals will be given for prizes. Captains of clubs are requested to call runs for the day in accordance with this programme. All wheelmen are invited. Further details will be given prior to June 17."

The K. of P.'s will hold a celebration at Seymour, Ind. June 6, and among the attractions will be a five mile bicycle race for medals to the value of \$100. Make entries to Mr. John A. Ross, Seymour, Ind., who will furnish any information concerning the race.

The Kentucky Division of the L. A. W. will hold the regular annual meeting of this division at Danville, Ky., June 10. There will be no races, but a short tour will be inaugurated there, taking the route toward High Bridge. All L. A. W. members are earnestly requested to be present.

The Massachusetts L. A. W. Division's summer meet will be held at Cottage City the second week in August.

Col. Pope will own a steam yacht this summer. It is understood that he will give a few outings to members of the Legislature, hoping to secure their votes in favor of the recently defeated bill for the improvement of Massachusetts roads.

MARYLAND.

The Frederick Bicycle Club was recently organized at Frederick, Md., with eighteen active members. Mr. W. Levy Mantz was elected President, and in a neat speech of acceptance outlined the object of the club, which he stated was to advance the interest of cycling in that community, which by reason of its magnificent roads and scenery is so well adapted for riding. John A. Kennedy was elected Secretary and Treasurer. The election of a Captain, etc., was deferred till the next meeting.

At a meeting of the Board of Trade at Hagerstown recently, one hundred and twenty-five dollars was appropriated to advertise the city. Fifty dollars was donated to the bicycle club to be applied to the expenses attending the national meet in July. BAY RIDGE.

The grand stand at Washington Park, Brooklyn, was destroyed by fire on Sunday night. The fire consumed J. W. Miller's bicycle, which was stored in the structure.

AMERICANS ABROAD.

From a neatly-printed pamphlet just at hand containing the roll-call, itinerary, and a few remarks by the manager of the tour, we glean that twenty-nine wheelmen were to leave Boston May 18, by steamer Cephalonia, and, beginning May 27, at Cork, Ireland, from that time on do considerable wheeling, finishing up July 30 at Rotterdam, from whence the members of the party can travel homeward or in any direction that inclination moves them. Though we note no Boston or New York riders taking part, yet the representation of this country is pretty widely scattered, ten different States being represented. Pennsylvania claims seven, while Maine follows closely with six; Illinois sends four, Ohio three, New York, New Jersey and Massachusetts, two each, while Connecticut, Michigan and Missouri have but one. On arriving in England the party will be under direction of Mr. Joseph Pennell, the well-known American artist, as regards routes taken. Mr. Pennell's long residence abroad renders him specially fitted for this important position, and a thorough knowledge of two or three European languages will not come amiss. Eight days will be spent in Ireland, mostly between Cork and Dublin. At Dublin train will be taken to Chester, England, and the sixteen days following devoted to that country. Six of these will be spent in London, or just enough to get a very, very faint idea of the immensity of that city. From Newhaven steamer will be taken to Dieppe, and twelve days in France follow. As eight of these all-too-few days are spent in Paris, it is safe to conclude that the wheelmen's impressions of France as a country will be a little vague. Possibly clearer on the subject of the way Paris *cafés* and *cochers* know how to charge the "strangers within their gates." Now come ten days in Switzerland, to our mind the most fascinating part of the whole tour. Ten days more in Germany brings the party to Cologne, where steamer is taken to Rotterdam.

This whole tour has been carefully laid out with a view of getting the most enjoyment possible from the time spent and money expended, and the manager acknowledges much obligation to the C. T. C. for information received. Stops will be made at hotels and inns recommended by that organization, and many courtesies are promised from foreign wheelmen and cycling clubs. A prominent English wheelman, Mr. A. J. Wilson, will join the party at London. Mr. Wilson is well known to all readers of cycling literature under the *nom de plume* of "Faed," and is one of the earliest and most enthusiastic wheelmen in England.

Regarding the makes of machines that will carry the party, it seems the English makers have secured the lead, the "Quadrant" Safety being selected by no less than seventeen out of the thirty. Singer & Co. follow with four, while the Pope Mfg. Co. and Overman Wheel Co. have each two. Four of the party have not yet made choice of a mount. The preponderance of "Quadrants" would seem to be due to their extensive luggage carrying capacity, and the fact that this company contracted to deliver wheels at Cork in ridable shape every way for £19 or \$95, nearly. As a first-class Safety will bring about that in this country, even if second-hand, the investment cannot be a losing one. The "Few Remarks," which cover four or five small brevier pages, are the best part of the pamphlet to our mind, and should be cut out and pasted in the hats of all tourists at home or abroad. Space permits of quoting but a sentence or two, but there is food for reflection in those: "We are the largest party of Americans to traverse Europe a-wheel, and, whether we wish it or not, our movements will be noted, and the impression we create will be made public. We claim to be gentlemen. We shall never have a better chance to prove it."

This rather extensive comment will be explained by the fact that THE WHEEL will be represented among the party, and our readers can be sure of correct and interesting accounts of the party's haps and mishaps.

If arrangements for a good time generally, do not fall through, the American tourists have much in store. At Cork, Dungarvan, Waterford and Dublin, in Ireland alone, they are to be entertained by different clubs. In England the Birchfield Club at Birmingham, the Stanley C. C. in London, and the Ripley Road Club, will take a hand at it. A strong effort will be made to unfold the joys of a Ripley Sunday to them, and a cyclist's service will be attended in the afternoon. Dyspepsia would seem to be all the tourists can suffer from, but it will be in a good cause.

THE PROPOSED TENNESSEE TOUR.

For some time past a tour of League members in this State has been talked over, and the plans now begin to assume shape. June 10th, or the day after the Annual Division, L. A. W., Meet at Nashville, is set for the day, and the route outlined as follows: First day, Nashville to Shelbyville, via Nolensville and Eaglesville; Second day, Shelbyville to Lynchburg, via Fayetteville; Third day, Lynchburg to Murfreesboro; Fourth day, Murfreesboro to Nashville, via Lebanon. This gives an average of 50 miles per day, and is intended to suit the capacities of both young riders and veterans. League members only are wished on the tour, and outsiders applying will be respectfully referred to the Membership Committee of that body. The tourists from Columbus, Ga., of whom our Macon correspondent spoke last week, will reach Nashville between June 12th and 20th. It is hoped they will be induced to join the Tennessee boys on their tour. At least, they will be heartily welcomed and entertained by the Nashville boys, and a chance given them to compare Tennessee and Georgia roads.

THE ATALANTA "SMOKER."

The elegant new quarters of the Atlanta Wheelmen, on Clark Street, were formally opened on Tuesday, the 14th, with a smoker. The building was artistically decorated with Japanese lanterns, flags and bunting, lending a gala-like appearance to the scene. The large gymnasium room was used for dancing and lunch, while smaller ones were used as wardrobe and billiard rooms. The house is admirably adapted to the purposes of the club, as the rooms are separated by sliding partitions, and can all be thrown into one large room.

Nearly two hundred guests were present to help the Atlantas "warm" their new house. As the different ones flit past, dancing the polka, waltz, or quadrille, we notice in the crowd of faces, Messrs. Brown, Pennell and Bonnett, of the Elizabeth Wheelmen; Capt. Pierson and other Bloomfield Cyclers; Llewellyn Johnson and Amzi Dodd, Orange Wanderers; Atwater, Kirkpatrick and Nichols, Essex B. Club; Capt. Dean and others from the Rutherford Field Club, while the H. Co. Wheelmen were represented by Messrs. Earl, Eldridge, Edge, Benedict, Muller, Demmet, Allen, Robertson, Merseles, Tuthill and McLaughlin, commanded by Capt. Day.

The old N. J. Wheelmen were also well represented. Capt. Wm. A. Drabble and Francis W. Eichhorn, of the Atlantas, acted as a reception committee, and judging from appearances, they did their work well.

Several violin solos were rendered by Mr. Milton H. Gruet, the well-known violinist, of Newark. Banjo music by Messrs. Van Ness, Goldie, Miller and McVicar, is not to be passed by without mention. "Stag" dances of every description were kept up until a late hour, and finally ended by a Rah!-Rah!-Rah! Ata-lan-ta! Sis-Boom-Ah! A-ta-lan-ta Zip! and the Atlanta Wheelmen's smoker was a thing of the past.

SPARK.

TOO GOOD TO BE GIVEN UP.

The New York Herald again demonstrates in a recent editorial that its support can be safely counted on in behalf of any sensible agitation, even in matters of dress reform for men, as follows:

We are glad to notice that our numerous contemporaries are keenly interested in the subject of dress reform for the masculine gender.

Some of them treat the matter of knee breeches lightly and with good-natured badinage, but it is really one of the most serious topics of the time.

Nothing makes or unmakes a man, so far as appearance is concerned, so much as trousers. Their shape changes every year or two, but it is simply a change from the awful to the horrible. A sensitive artist cannot paint a full length portrait without going into something like delirium tremens over these bifurcated monstrosities.

A few years ago trousers were made to fit like a glove, and the man of fashion had to be melted every morning and poured into them. Of course he looked like a beer barrel with two pump handles for legs. Then again, at the Loan Exhibition, there is a picture of Lafayette which imperils one's mental equilibrium. His trousers are wide at the hips, evidently puffed out by means of some infernal contrivance on the inside. Then they taper rapidly, like an inverted funnel, and when they reach the ankles are only a span wide. Poor Lafayette has a mournful expression of face, as though he really couldn't stand it much longer.

Knee breeches, on the other hand, are the artistic ideal of manly vestments. They give free play to the limbs, are picturesque, needn't be turned up on a muddy day, and add dignity to the wearer.

The moment the human race gets over the busy season and has a chance to view its proportions in a mirror, trousers will be abandoned forever and knee breeches will have their day.

WHERE ARE YOU SAFE?

Some riders say upon the high wheel,

And others say upon the low,

The former do the safest feat,

While the latter do also.

Now which is safest, can you tell?

The question put to any man,

I've ridden both and off both fell,

To me they're similar and no shenanigan.

"OLD HANKEY PANKEY."

THE LEAGUE HOTEL.

In the *American Athlete* of May 10 "Verex" takes a pessimistic view of the League hotel. As an old and enthusiastic wheelman, his remarks are entitled to consideration, and, if not overdrawn, they plainly show that a mistake is being made somewhere. He says:

"Speaking about hotels, is there a chestnut before wheelmen with a hollow interior than the so-called League hotel? I sometimes laugh when I see some unsophisticated youth pull out his membership card to secure a reduction, only to be informed that he must, to get a reduced rate, induce somebody to share his bed with him and take up with the worst accommodations in the house. Well-posted riders have little to say about the League when registering, and generally avoid the hotel that seeks their patronage under the guise of cheapness."

From our own personal experience, we fear there is much truth in the above, and would offer a suggestion. Monopoly of any one class of travelers is a good thing for the hotel having the monopoly, if not for the travelers. Why not let the chief consul of each Division agree, in consideration of a yearly sum—perhaps a small one—paid to the L. A. W. Division, to use all practicable influence for the hotel, recommending all League tourists to stop there and assuring them of good accommodations and courteous treatment at regular rates? In this way each Division member would secure an indirect benefit, and not be subjected to snubs or sent to the top-floor back when he asks for League rates. If our patronage as League men is worth having, it is worth paying for in one or the other way.

COULD THIS BE MALTBY?

The champion innocent is a Surrey Hills man, who came along by Moore Park and found a cyclist emulating the famous feat of Boyle; and though he did not stand still on his machine for two hours, he did manage to keep it stationary for several minutes. The passer-by paused a moment and then said, sympathizingly: "Won't she go, Mister?" "No," said the cyclist gravely, "can't get her along!" The sympathizing man said: "Hold on, I'll shove yer," and he did so; but a judicious pressure on the up pedal still kept her fixed. "Oh, she must go somehow!" and he shoved real hard. For some seconds the bicycle did not budge, until the rider, unable to stand the strain longer, the whole three went over kerslop. The sympathizing man picked himself up saying, "Ah, that machine'll never go again, Mister. She's clean worn out." And as he brushed his hat and went off, he meditatively remarked: "Well; I never seed one so stiff as that!"—*Australian Cyclist*.

PECULIAR IDEAS.

A suit recently brought in the Superior Court, at New Bedford, Mass., is one of peculiar interest to cyclists all over the country. Not so much from the fact that the plaintiff, J. A. Beauvis, brings suit against J. G. Bradford for frightening his horses, so they ran away, by taking a header in front of them, but from the most extraordinary claim of the plaintiff's lawyer that the defendant *had no right* to take a header. Unless the jury is of less than common intelligence, the suit's outcome is easy to foresee. But, what of the attorney that upholds such a stupid idea? If a wheelman, already, he of course knows better. If not, he should proceed to experiment, and we predict an entire change of heart after one afternoon's wrestling with an "Ordinary." Of what use is the noble sport of cycling, deprived of the inalienable right of all wheelmen to take headers? We commend "An Idyl," as published in *WHEEL* of May 10th, to the plaintiff's lawyer.

LANTERN PARADE, AT FLINT, MICH.

The lantern parade of the Flint Wheelmen last night was a unique spectacle, and participated in by about thirty members and friends of the club, and four lady cyclists. For several days the wheelmen have been at work decorating their machines, which last night were gorgeous with bunting of different colors. Chinese and Japanese lanterns of many colors almost hid from view many of the riders, as they passed along the streets amid a blaze of light.

The paraders formed at the Court-house, proceeding north on Saginaw Street around the park, under command of Captain Ben. Kellerman, and south on the same street to the corner of First and Saginaw Streets, where they were dismissed. The spectacle was a delightful one, and witnessed by large crowds along the street.

R. W. S.

WHEEL GOSSIP.

George R. Bidwell will referee the road race.

The Racing Board have issued copies of the racing rules in neat pamphlet form.

Kingsland, of Bakimoro, had an ugly fall in the Chicago races, and was badly injured internally.

Pleasure runs to places near Louisville seem to be popular and well attended, with the usual gustatory accompaniment.

Secretary Hack, of the Minneapolis Baseball Club, is to build a bicycle track in that city, directly in the rear of the West Hotel, and in the heart of the city.

The Hudson Co. Wheelmen were entertained by the Elizabeth Wheelmen May 15, at their Club-house, on East Broad Street, and a "smoker" enjoyed.

Some members of the *Bicycling News* staff have been "trying" the Rudge Triplet—the three seated machine credited with a mile in 2m. 18 1-5s.—and pronounce a most favorable verdict.

The opening of P. A. Bernard's hotel and restaurant at Kingsbridge, 225th Street, takes place on Wednesday, May 22. Mr. Bernard has always been most attentive to the wants of wheelmen.

The Long Island Wheelmen admitted seven new members at its last monthly meeting. The club has kindly given the use of its rooms to the Ladies' Cycling Club to hold their monthly meetings.

The Pennsylvania Club has called runs for May 19, 26 and Decoration Day. Willow Grove and Bristol being destined points on the first two dates mentioned, and route of run on the 30th to be announced later.

The first century run in New York of this year was made by Messrs. Scudder and Gruman, of the Huntington Bicycle Club, on Monday, May 13, leaving Huntington at 4 o'clock A. M. and returning at 7 P. M., after covering 110 miles.

The Hudson County Wheelmen are endeavoring to have the opening 15 miles road race between members of cycling New Jersey clubs on Decoration Day. The Irvington-Millburn course has been selected, if arrangements are completed in time.

The Providence *Sunday Journal* asks: "Where is Karl Kron nowadays?" We commend to the *Journal's* perusal a short paragraph appearing from Karl Kron's typewriter in another column, which shows that he is by no means in a state of coma.

The following officers were elected at the annual meeting of the St. John's (Mich.) Bicycle Club: President, J. C. Hicks; Vice-President, E. C. Whetstone; Secretary-Treasurer, H. H. Fitzgerald; Captain, R. G. Steele; First Lieutenant, H. Coleman.

Messrs. A. C. and W. D. Banker, of Pittsburgh, Pa., will shortly go into training, and it is rumored they will try their speed on the tandem safety on English soil against English riders. Mr. A. C. Banker will wear the colors of the Brooklyn and Manhattan Bicycle Clubs.

Fred A. Horn, aged fifteen, and John M. Harnden, aged sixteen, rode from Newburyport to Boston and return a week ago Saturday, a distance of 100 miles, in fourteen hours. They are undoubtedly the youngest pair that ever took the trip, and the performance was most creditable.

Some two hundred riders are expected to leave Newark at 4 A. M. June 8, to take part in the century run to Philadelphia. Ordinary club captains that have vainly tried to get even five or ten riders out at that unearthly hour will smile cynically to themselves when they read this statement.

It ill becomes "Hawshaw" to send up his little sneer about the cycling press. If the cycling press is inaccurate, as "Hawshaw" states, he has been one of its shining lights for several years, and has romanced as much in his time and under different *non de plumes* as all the rest of us put together.

Hopkins Street, one of the steepest hills to be found in Eastern Massachusetts, the grade being one foot in six, was successfully climbed Tuesday afternoon by Mr. H. F. Campbell, on a 39-inch Star bicycle. This is the first time any wheelman has ever been able to ride the narrow track on this hill.

C. D. Vesey, at one time very prominent on the English path, has presented a silver cross and a silver cup—two of his trophies of the path—to Denmead Church. The cup is nearly twenty ounces in weight, and will be used as a chalice. The cross is two feet six inches high and will be used as an altar cross.

"Perseus" makes a suggestion in the last *Sporting Life* as follows: "Who will be the first to put a full nicked safety on the market?" To which we would reply that a full nicked Victor safety has been on exhibition for some time in Spalding's window. Come up, "Perseus," and win the 25-mile road race on Decoration Day if you would possess it.

In the contest at New Bedford last week, to decide who shall race twenty miles against a Taunton five, on Memorial Day, Hayland Smith was first in 1h. 13m., E. G. Rogers second, then A. M. Parlow, C. L. Dunham and Charles Chase. Dr. F. A. Wyman came in next to last man, in 1h. 30 1/2m. It looks as if Taunton would be given a good tussle for the cup.

Messrs. E. F. Rogers, J. M. Weissman and T. Barron, of the Harvard Bicycle Club, have been suspended until June 1 by Chairman Davol, of the Racing Board, for "competing in a race at Harvard, on May 11, in which both ordinary and safety were ridden." This sentence is a mild one, but may be taken as an indication that the Racing Board and its Chairman are in earnest and mean to enforce the rules.

Bicycling News of May 11, under the heading "Cartoon No. 11," publishes an excellently printed sketch of the Manhattan Athletic Club House, on Fifth Avenue near Forty-fourth Street, as it will be some time in the future. With a Belgian block paving to ride over, we would criticise the number of wheels appearing in the foreground as a trifle questionable. Evidently Coventry printers do not know the New York pavement.

A grand union run of wheelmen of Boston and vicinity on May 19 was largely attended. At least 150 wheelmen, representing twelve different clubs, met at South Natick, the rallying point. After lunch at Bailey's the party was photographed by one of the Somerville Cycle Club. The Boston contingent started to return in a body, but scorching was indulged in, with the result that the party was widely divided on reaching the Reservoir.

A large bicycle club has been formed in Waco, Tex., and a track is to be built in the base-ball park. The club already numbers twenty-six, and the following officers have been chosen: President, C. H. Thacker; Vice-President, J. G. Slicer; Secretary-Treasurer, W. H. Corey; Captain, W. Parker; Lieutenant, E. S. Thorpe; Bugler, J. R. Davis. A constitution and by-laws will be drawn up and adopted, and the club shows every evidence of prosperity.

At the meeting of the Boston Press Cycle Club, Monday, three new members were admitted; a uniform of dark grey and colors of silver and pale blue were adopted. The membership is now 23. The first run will be to Wakefield, on Sunday, May 26, starting from Copley Square at 9:30 A. M. The executive committee, wishing to make this, the first run of the club, a success, earnestly request the co-operation and support of the members, and it is desired that all who possibly can will participate.

"The reports of our St. Louis and Chicago correspondents do not agree; one says the St. Louis entries have been withdrawn and the other announces the entries as having been accepted." [Ed.] *Bicycling World* of May 17.

Entertaining "Jack," the Elwell tourists, *et al.*, seems to be too much for the usually careful editors of our contemporary. Those left in doubt after comparing the St. Louis and Chicago letters can find the correct version in "Itburiel's" letter in present issue of *THE WHEEL*.

George R. Bidwell has systematized his business so well that it is a pleasure to do business at his establishment. He has increased his force so that every attention is paid to visitors to his salesrooms. His storage customers find their wheels in excellent shape, and the lockers and bath rooms in excellent condition. The wheels which are especially used for renting are kept as well as any private wheel, and no accidents have been reported this season. Mr. Bidwell's tutors are teaching a number of ladies to ride, all safeties.

In the first of three races between Stone and Lumsden for championship of the West, Lumsden won in 3m. 4s., with twenty feet lead. For a mile, and at Cheltenham Beach track, this time is decidedly slow, and far below times made by novices on the same course, or at the Exposition Building the same day. Neither contestant could have exerted themselves much, and are probably waiting for the three and twenty-five mile races. The winner of one of the series is to receive a gold medal valued at \$50, while he that wins two gets a medal worth \$100.

A wheel at Mr. Bidwell's establishment which attracts much attention is Copeland's steam tricycle. The wheel is double seated, a square cushioned seat in front for a lady and a regular saddle seat just behind for the gentleman, who regulates the supply of power and steers. The engine is behind both riders; the fuel is oil, and eighty pounds of steam can be developed. The engine is neat; the steam is exhausted, and there is no puffing; in fact, the wheel glides along gently and attracts but little attention. A number of capitalists are being interested, and a stock company will probably be formed.

The annual meeting of the Eastern Road Club for the election of officers for the ensuing year and the transaction of other important business will be held on Monday, May 27, at 7:30 o'clock P. M., at the office of Dr. Kendall, 176 Tremont Street, Boston. At this meeting the subject of the further continuance of the club will be brought up. The executive committee deemed it advisable last year not to levy the annual assessment of \$10; if the club is to continue, the assessment can no longer be deferred. Secretaries of clubs belonging to this organization are requested to see that their club is represented by at least two qualified members.

The White Cycle Co., of Westboro, Mass., take exception to "Jack's" statement that *Frank White* is the inventor of the White Flier Safety Bicycle. F-r-e-e-d-e-r-i-c-k White is the man, the same gentleman who was presented with a medal by the Boston Bicycle Club in 1885, for climbing Corey Hill on a tricycle of his own invention and construction, which weighed a cool hundred pounds. Mr. Frederick White though he did not weigh much more than the tricycle, and was not bigger than a New Jersey mosquito, rode the hill in six minutes and eleven seconds, while Williams, the coon-promateur, (who weighed about 170 and rode a tricycle weighing about 65 pounds) had to be almost lifted off his machine at the top of the hill.

At a recent meeting of Park Commissioners held in Chicago, it was decided that bicycle riding should be allowed on the Lake Shore Drive and Fullerton Avenue, in Lincoln Park, after 8 P. M., subject, of course, to the usual rules restricting use of bicycles and tricycles in the Park. Credit for obtaining this permission is largely due to Messrs. Gerould and Whitney, of the Lincoln Cycling Club. For the benefit of possible visitors to Chicago we reproduce the regular rules in reference to use of wheels in Lincoln Park.

"Riders shall not be permitted to pass along the drives in a body; not more than two abreast.

No riding shall be permitted at a rate faster than six (6) miles per hour.

No bicycle will be allowed in the Park after 8 P. M. without a lantern.

(Does this mean a lighted one? Ed.)

RIVERSIDE NOTES.

The Menge brothers, of the Riverside Wheelmen, will ride a tandem safety this season, and as both are strong riders, they may be heard from later.

The R. W.'s will have a run to Fort Schuyler May 26, starting from the club-house, 138 W. 104th Street, at 8.30 sharp. An all-day run is called for Decoration Day through the Oranges, first taking in the road race at Irvington.

At the next regular meeting a second lieutenant will be elected. Three candidates are in the field.

Mr. J. W. Judge will represent the R. W. on the path this season. R. A. Powers, Captain.

FOR SALE.—56-inch Victor, enameled; ball bearings. In first-class condition. Cheap at \$80. F. B. M., 31 Broadway, New York. 5-31

FOR SALE.—54-inch Rudge Light Roadster, 1887 pattern, enamel finish, in first-class condition. Price \$75. L. J. Comstock, 489 Grand Street, Brooklyn. 5-24

ENAMEL. 4-oz. Bottle, with Brush, 50c.

CAMPBELL & CO.,

Bicycle Dealers and Repairers,
PROVIDENCE, R. I.

Read and Remember

That Ladies can learn to ride
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Bicycle at

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Only a few lessons necessary to become proficient.

Competent and experienced instructors in charge.

Lessons private; only two pupils on the floor at one time.

Floor 80x100, affording ample space for satisfactory instructions and practice.

Gentlemen also instructed in the use of the Safety or regular bicycle.

Classes now forming.

Engagements for lessons may be entered in advance, and special hours reserved.

Applications for lessons should be made at my office.

Send for further particulars and terms.

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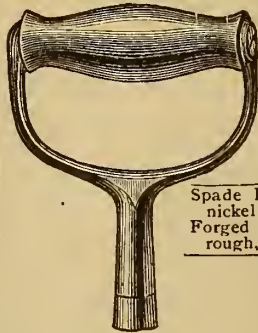
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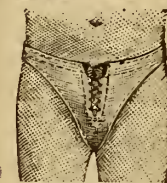
Spade Handles complete, full nickel..... \$2.50 per pair.
Forged Steel Spades in the rough, with bolts and grips.. 2.00 " "

Spade Grips, Vulcanite, any style \$.50 per pair.
Soft Rubber Handles, Pear shape 1.50 " "
Tire Cement..... .25 " box.
Electric Tape..... .25 " roll.

Mould Work of any kind solicited.
THE ELASTIC TIP CO.,
RUBBER SPECIALTIES,

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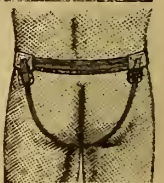


FRONT VIEW

EVERY WHEELMAN AND ATHLETE SHOULD WEAR ONE.

Call's No. 5 Supporters (jock straps) with elastic back, lace front and adjustable back straps. A sure fit. Bicyclists who know the value of a light, easy and durable supporter, which opens back and front, will see the great advantage of this supporter. There is nothing in the back to interfere with the saddle, and no chance of chafing the wearer. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, \$1.00. No. 7, with hose supporter attached to sides (no pocket), \$1.00. No. 8, with pockets and hose supporter, \$1.25. Order by number and give tight measure top of hips. Post-paid on receipt of price.

S. B. CALL, 358 Main St., Springfield, Mass.



BACK VIEW

SINGER CYCLES.

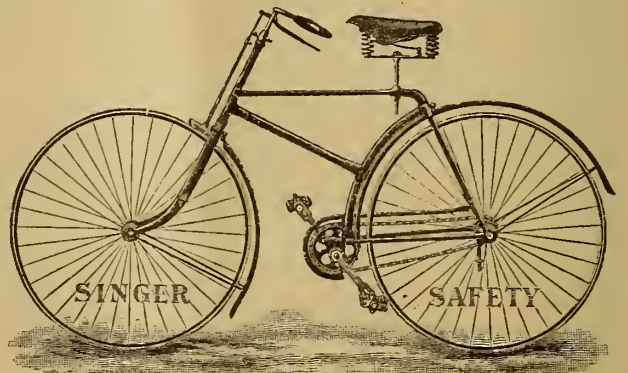
Valuable Novelties for 1889.

The "Singer" Safety made during 1888 gave entire satisfaction to the thousands who used it. To the new pattern several valuable improvements have been added, the frame being of improved shape and great strength,

and a perfect ball steering included. Also a direct plunger brake of increased power.

We can most strongly and confidently recommend this cycle.

Specification.—30 inch wheels speeded to 57 in. (or 54 in.), patent spring wired tires ($\frac{7}{8}$ in. to back wheel, $\frac{3}{4}$ in. to front wheel), SINGER BALL STEERING, ball bearings to all running parts, including pedals, weldless steel tube frame, handle-bar and forks, guard to both wheels and to chain, brake, foot-rests, lamp-holder, best combined saddle and spring, spanner, "Singer" ball pedals, etc., etc. Enameled, and with parts plated.



Price \$135.00.

A full line of SINGER CYCLES now in stock..

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New York State Division L.A.W.

OFFICIAL ORGAN.



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 Vice-Consul, M. L. BRIDGMAN, 1255 Bedford Avenue,
 Brooklyn, N. Y. Secretary-Treasurer, G. M. NISBETT,
 50 Wall Street, New York City. Executive and Finance
 Committee, W. S. BULL, M. H. BRIDGMAN, DR. GEORGE E.
 BLACKHAM, Dunkirk, N. Y.

IMMEDIATE ATTENTION!!

To the Consuls, Bicycle Dealers, Clubs and Membership at large of the New York State Division:

I call your attention to the following rule which was adopted at a meeting of the Passenger Agents of the Trunk Lines held in New York City on May 9:

"For the transportation of bicycles twenty-five cents for each 100 miles or fractional part thereof."

This is a matter which calls for *immediate attention* on our part, and as the best means of reaching the heart of the trouble I would advise that letters from the officers of your local clubs and others be sent at *once* to the General Passenger Agents of the line you patronize.

Showing by facts and figures the loss of local traffic that will result if this rule is enforced. That by preventing runs, interfering with race meets, local excursions of wheelmen, etc., they are doing an injustice to a large body of men who travel frequently during the summer time, and at the same time depriving the roads of a source of revenue.

Yours respectfully,
 W. S. BULL, Chief Consul.

Buffalo, N. Y., May 18, 1889.

TO THE MEMBERS OF THE NEW YORK STATE DIVISION:

The 3-mile New York State Division bicycle championship is hereby assigned to the Kings County Wheelmen, of Brooklyn, to be run at their race meet, June 28 and 29.

W. S. BULL,
 Buffalo, May 8, 1889.

Chief Consul.

THE "OLD HOSS" OF CYCLING.

As an instance of the harm a wheelman can do himself, by overdoing cycling, we have a very good instance in G. P. Mills, the erstwhile crack, who did so much fast long-distance pedaling some three seasons ago. Never again will G. P. be the strong chap he once was, never again will he be a crack among cracks on the road. If I am not mistaken it is nothing more than the long and killing rides he has taken that is responsible for his present wretched form. A man has only got so many years allotted him, in my way of thinking, and if he lives at too great a pace or tries to live twenty-four calendar months in the year, he will be likely to shorten his days considerably. "It is the pace that kills." "You cannot eat your cake and have it," no matter how you figure, and the gain of a few paltry miles on a previous record may mean the loss of a few valuable years of a man's life-work.

Not as "the candle brightens toward the close" may a man be said to brighten, for as a rule he attains the maximum of his greatness, like the sun at midday, (in middle age), and then descends the heavens to the glowing west of forgetfulness. Taken in a calm, dispassionate manner, what is so much tinsel and glitter with a number of miles and the magic word "record" thereon, but so much over-estimated mineral that has cost expenditure of precious nervous force to attain? Little mannikins on this earth "with insecure enough adhesion," straining muscles and nerves to their utmost that the crowd may cheer and then forget them. Have you never seen a sadness in it all? Have you never turned your head tearfully away as you saw the champion of the year win the applause of the multitude? Had they not cheered you in

like manner a few seasons before, when you were strong of wind and limb as any latter-day flier? The cycling favorite of a brief season, the duffer of a couple and the prematurely old man at thirty. That is the average record of the "racing man." The public do not remember your old three-minute mile, when handle-bars were short and high and wheels heavy. They do not remember the cries that rose from your comrades' throats as they carried you into the dressing-tent, when you won the State championship in the "phenomenal time of 2.59." To-day when you venture on the track they only see a man who was said to be a good one *once*, trying in vain to do better than Sanders Seller's famous 2:39, and not able to do it. You have had your day. Others are having theirs. You are no longer an amateur "drawing card," and had better, far as cycling is concerned, keep between the hedges where the birds sing and the flowers nod in the wind.

You burnt the candle at both ends in your youth, and consequently find it shorter to-day than if you had been less wasteful in its use. But say boys, *think of the fun we had*, and if we could live those days over again, we'd live them differently. *Would we?* No, I think not. We'd just do the same over again. The memory does us good. We can still hear the shout of that crowd of old-time wheelmen, in the days when every wheelman was a gentleman, and our blood tingles as it did then. It is all very well to settle down and harp about the follies of youth when our faculties have become impaired and our eye dim and step less elastic, when the warm, impulsive blood of frolicsome youth no longer makes it a pleasure to live, but when we were buoyant and young we thought differently, and our lives were comparatively harmless and enjoyable. We paid for what damage we did to ourselves and others, in many ways, and the few financial "scorches" we got made us better men by their chastening. Oh, yes, old age and discretion and sluggish faculties—and "youth—youth and folly," and scenes in the long ago which you will remember as long as your heart throbs. I think I have a hankering after the latter with its attendant awakenings in St. John's Wood or Pimlico, and the drive home in mid-day with a dress suit and a soiled collar scarce hidden by the lapel of an Inverness cape.

I think I like the honest bent of youthful inclination better than the cant of cold-blooded old age, but *chacun a son gout*.

"JACK."

A SELECTED LIST OF PATENTS.

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

- W. R. Smith, Beloit, Wis., wrench.
- B. D. Stevens, Burlington, Vt., Lamp extinguisher.
- J. B. Glover, Dubuque, Iowa, lubricating device.

All bearing date of May 21, 1889.

AN INFLATED SADDLE FOR BICYCLES.

My invention relates to saddles, such as are used on bicycles, tricycles, velocipedes and the like. Hitherto these saddles have been mostly made of leather, and they have been supported by springs of various sorts.

The use of bicycles on rough roads and pavements necessitates a saddle which shall have a maximum elasticity and which shall prevent, so far as possible, the chafing of the inside of the leg, which is common in riding long distances.

I accomplish this by means of a saddle made of an inflated rubber bag, preferably covered with leather or other strong material and having a longitudinal aperture along its centre, by means of which it is thoroughly ventilated, being suspended from the perch of the bicycle by two rear straps and a single forward strap attached to the leather covering. The many advantages of my saddle are evident from its construction. It is very elastic and readily conforms to all the motions of the body, thus avoiding all chafing and friction. It is cooling, by reason of the confined air within the saddle and the means of ventilating pointed out. By its use long distances can be ridden without the strain on the back and loins frequently caused by such riding.

CHAS. F. SWETT,
 Patentee.

ODDS AND ENDS.

May 14, the Trinity College A. A.'s 2-mile bicycle race at Charter Oak Park, was won by E. K. Hubbard, '92, in 6m. 43s.

L. L. Clarke, of Berkley School, won the 1-mile bicycle race at the Inter-Scholastic A. A.'s Sports, May 18, in 3m. 22s.

The Manhattan Club has a new member seven days old. The boys have made up a purse to buy the little chap some "fixins'."

Arrangements are all made for the Florida Division L. A. W. Meet, and names are rapidly pouring in on the managers.

It is a close race between the St. Augustine and Jacksonville clubs for lead in membership, the latter being only three ahead.

A. B. Rich, of the Staten Island A. C., will be under the care of W. J. Corcoran, the well-known bicycle trainer, this present season.

Brother Fourdrinier, of the *Bicycling World*, is to be congratulated on his election to the Presidency of the Boston Press Cycling Club.

Philadelphia's associated cycling clubs are petitioning for free carriage of bicycles by the Pennsylvania R. R., when accompanied by owners.

Wheelmen that have spent the past winter in Florida speak favorably of the fine riding surfaces the hard beaches furnish, much superior to the Florida roads.

In the Episcopal Academy A. A.'s Field Sports at Philadelphia, May 16, the 1-mile bicycle race was won by F. Archer, '90, in 3m. 34 1-4s.; A. G. Coolidge, '92, second.

A 1 1/2-mile bicycle handicap is among the events at the Manhattan Athletic Club's Spring games, June 1. Their grounds are located at 86 St. and Eighth Avenue, New York City.

The 2-mile Eastern championship bicycle race on Saturday, June 1, at the Berkeley Oval, promises to be very interesting. Gold, silver and bronze medals will be given to the winners.

Wheelmen in Boston and vicinity will do well to call on Harry D. Hedger, at 473 Tremont Street, with any kind of cycle repairs. Mr. Hedger possesses that most important qualification in this line, experience.

Howard A. Smith & Co., of Newark, N. J., have probably the largest stock of sundries of any dealers in this part of the country. Any of our readers needing extras in that line can not do better than give them a call.

The St. Louis Bicycle Track Association, is the name of a new organization at the Mound City, the officers of which are: President, George McAndrews; Vice-President, E. W. Sanders; Secretary and Treasurer, W. M. Brewster.

The marriage of Mr. Gerry Jones and Miss Emilie P. Isham is announced to take place June 6th, at Dunkirk, New York. A reception follows at the house of the bride's parents, 401 Central Avenue. Our very best congratulations are respectfully tendered.

Mr. Wm. J. Corcoran, bicycle trainer, wishes the public to know that after May 30, he is at liberty to accept a position with riders desiring first-class training. Mr. Corcoran can refer to many successful wheelmen that have been under his care. Letters addressed to him, care of this office will be forwarded.

Columbia's Champions, a new Athletic Weekly published at Boston, and making its best bow this present week, has a short but well-edited column on cycling. "Leh Sharty"—whatever that may mean—is responsible for it. Under the heading "Round the Sporting Hub," the Editors ring in quite an amount of clever advertising. In their own classic language, "there are no flies on them."

We have received two splendid photos of Willie Windle one showing a "bust" picture and another the American champion standing by his wheel. Willie writes as follows: "I am not riding as yet, though your newspaper men have me so. My father has built me one of the finest tracks I have ever ridden on. It is five laps to the mile. I shall be in New York on the 15th of June, to compete at the New York Athletic Club games at Travers Island."

HERE'S A CHANCE.

The one-day record for Ceylon appears to be an insignificant one, as H. Skeen, by riding ninety miles, has secured it. It is considered good for the warm lower part of the island, although bicycle riding in the tropics is not as bad as it looks, the pace travelled creating a current of air. A twelve hours' night ride should result in 120 miles or so being covered.—*Land and Water*.

GREAT CENTURY RUN.

There will probably be about 125 starters. Two tandem bicycles will be in the party. Names should be sent to L. A. Clarke, 25 Broad Street, by June 1. The following is a probable list of starters: Citizens, 5; Harlem Wheelmen, 5; Riverside, 10; Long Island Wheelmen, 10; Kings Co. Wheelmen, 10; Brooklyn B. C., 10; Mercury W. C., 4; Huntington, 5; Plainfield, 6; Bloomfield, 8; New Brunswick, 1; Orange, 15; Trenton, 10. Ten clubs are yet to be heard from.

Louis Hill, the favorite member of the Pennsylvania Club, is 23 years of age, 5 feet 8 inches in height, and has ridden four years previous to this. His racing experience covers three seasons, and with J. G. Fuller, of the same club, he holds the world's amateur tandem bicycle records for five and ten miles. These gentlemen also hold the tandem records on the Lancaster pike from Ardmore to 52d street toll-gate, and from Bryn Mawr to same place.

On the tandem bicycle Mr. Hill, last season, won four firsts and one second, the latter starting from scratch in a handicap. His best track records are: quarter-mile in 59s., half-mile in 1m. 20s., and mile in 2m. 48s. This coming season will doubtless see him again on the track. Mr. Hill reciprocates the pride that Pennsylvania takes in him.

MR. CHARLES L. SEAVEY, of Portland, Me., will send THE WHEEL special letters describing the Elwell European Tour. A. J. Wilson ("Faed"), one of the cleverest writers of the English cycling press, will act as guide to the tourists in England and Ireland, and will write THE WHEEL some interesting sketches.

KINDLY APPRECIATION.

Editor Prial, of THE WHEEL, knows the demands of reading cyclists, and caters to them with success. Wheelmen who desire to keep posted on the latest cycle news will always find it recorded in THE WHEEL.—*Nashville American*.

WESTBORO, Mass., May, 17, 1889.

EDITOR WHEEL:

Dear Sir—Inclosed please find subscription for one year for your paper. We wish you all manner of success, and hope it may always be as bright and newsy and as free from prejudice and favoritism as it now is.

We are, sir, very faithfully,
THE WHITE CYCLE CO.

"WHEELING" AND "THE WHEEL" AGAIN UNANIMOUS.

We congratulate the *Cyclist* on its new American correspondent. The reading public will appreciate the information derived from the source which was responsible for the mammoth swindle of the Temple *versus* Rowe matches. So we read the signature, "Senator."—*Wheeling*.

TO THE EDITOR OF THE WHEEL:

The following are the officers and Chairmen of Committees in connection with the Tenth Annual Meet L. A. W., at Hagerstown, Md., July 2, 3 and 4, 1889. All communications relating to the meet should be addressed to the chairman of the committee, as indicated by their subjects.

ALBERT MOTT, C. C., G. W. H. CARR, Sec'y-Treas.,
201 Lennox Street, Baltimore. P. O. Box 675, Baltimore.

TRANSPORTATION.

W. M. Brewster, National, Olive Street, St. Louis, Mo.
Jos. T. Chism, Md. Div., 10 East Lombard Street, Balt., Md.
Samuel C. Miller, Local, Hagerstown, Md.

RECEPTION AND HOTELS.

N. B. Scott, Jr., Hagerstown, Md.

ENTERTAINMENT.

E. B. MacD. Baechtcl, Hagerstown, Md.

PARADE.

George F. Updegraff (Vice Consul), Hagerstown, Md.

TOURS AND RUNS.

E. B. Emmert, Hagerstown, Md.

INVITATION.

V. M. Cushwa, Hagerstown, Md.

RACES.

H. B. Irvin, Hagerstown, Md.

FINANCE.

Frank S. Heard, Hagerstown, Md.

PROGRAMME.

John S. Bridges, Hagerstown, Md.

PRESS.

L. R. Mobley, Hagerstown, Md.

Respectfully and truly yours,

ALBERT MOTT,
C. C. Md. Div.

Baltimore, Md., May 18, 1889.

IRVINGTON-MILBURN ROAD RACES.

W. Van Wagoner, Newport, R. I.; G. W. Kuhney, Talcotville, Ct.; O. C. Boegler, N.Y. C., and T. W. Beazeley, K. C. W., are to be added to the list of entries for this race, published in THE WHEEL of May 17. Fifty entries promise to make this one of the most important coming events. It is rumored that a sprained ankle will compel the withdrawal of L. W. Beazeley, Jr., but we trust this is only a rumor. Still, Kings Co., will be fairly well represented. F. B. Hesse is claimed by some wheel scribes to be the "dark horse" in this race.

The Huntington, L. I., Bicycle Club is expected to attend this race in a body, and be the guests of the Brooklyn Bicycle Club.

WHEEL GOSSIP.

The Riverside Wheelmen are holding their housewarming this evening.

The Atlanta Wheelmen held a reception at their new club rooms, in Newark, on Tuesday evening.

The Maine Central Railroad carries wheelmen to the Maine Division Meet at Biddeford at half rates.

Route Wanted.—From Great Bend, Pa., to Hagerstown, Md. August Kinne, Richfield Springs, New York.

One of the clubs of Baltimore is making arrangements to camp out at Hagerstown from June 29 to the night of July 4.

The petition for reinstatement as an amateur made by F. F. Ives has been practically refused by the L. A. W. Board.

Mr. A. B. Rich will train this year. Mr. Rich is now a member of C. G. O'rig & Co., a new stock brokerage and banking firm, and will have plenty of time to train.

C. B. Keen, '89, and H. O. Register, '92, will represent Pennsylvania University in the 2-mile bicycle race run at the intercollegiate games at Mott Haven next Saturday.

Howard A. Smith & Co., Newark, N. J., keep a line of Columbias, Victors, Stars, G. & J.'s and Warwicks in stock, and can fit out their customers' without delay.

The race between Schaeffer and Bailey has been definitely arranged. It will be one mile, and will be run off the end of this month, probably on the Y. M. C. A. grounds in West Philadelphia.

Strong and Green, of Philadelphia, are endeavoring to make fashionable regular wicker-work cycling helmets, something after the order of the headgear the ancient Britons wore.

The Camden Wheelmen are to run off their five-mile road race on June 25, on the Haddonfield pike. Mr. J. H. Crossley has presented a gold medal for this race, and there will be other prizes.

MORE KIND WORDS.

The *Wheel*, of New York, shows a marked improvement. It is now one of our most welcome visitors among cycling periodicals.—*Philadelphia Sunday Times*.

Harvard has entered these representatives for the 2-mile bicycle race at the Mott Haven Inter-Collegiate Track and Field Sports this year: R. H. Davis, '91; E. A. Bailey, '91; W. B. Greenleaf, '92; Kenneth Brown, '91.

In the two-mile bicycle race, May 18, Register and Keen, of Pennsylvania University, and Heulings, of Swarthmore, competed. Keen took the lead at starting and kept it to the finish, making 6m. 13 1-58. Heulings was second in 6m. 17 3-58.

Amherst will be represented at the N. E. Inter-Collegiate A. A. in Worcester, on May 23, by eighteen men, of whom these three, T. G. Dunham, F. A. Delabarre and B. H. Dingley, will enter the 2-mile bicycle race; L. H. Harriman, of Worcester, being the only other contestant.

E. Irving Halsted, of the Harlem Wheelmen, and popular with every man who knows him, has taken a position with a corporation just started at Tacoma, W. T., for the manufacture of a plaster called "adamant." The new concern starts out with bright prospects, and we hope "Irv." will be as successful as his Eastern friends wish him.

Safety bicycles are barred from competing in races to be run at the New Jersey A. A.'s Decoration Day Games at Bergen Point. Bar them from running in the same races with ordinaries, if you will, but why not have a separate event, open to safeties only? This season, at least, the safety is the favorite, and people like to see what time can be made on it.

Bicycle races will be held at Huntington, L. I., on Wednesday, June 12, 1889. The following events will be decided: Half-mile Dash, scratch; gold medal, silver medal; One-mile Handicap, gold medal, silver medal; Two-mile Handicap, gold medal, silver medal; One-mile Scratch, gold medal, silver medal. Entrance free. All entries must be addressed to S. C. Ebbets, Huntington, L. I., on or before Saturday, June 8.

A union run will be taken by the Lynn Cycle Club about June 1, to some point ten or twelve miles out. All riders in that city are invited to participate, and a caterer with full supplies of eatables and drinkables will meet the tired and hungry crowd at the close of this exhausting tour. The cost of refreshments will be moderate, and no after-dinner speeches permitted. President Shurman has the management of all details, and their completeness is thus assured. As the pace will not exceed five or six miles an hour, "union loaf," would seem a more appropriate title than "union run."

PROMISED HELP.

To Pennsylvania Division, L. A. W.: The Committee on Rights and Privileges will assist gratis in any case of oppression or trespass upon wheel privileges—especially in those where the road hog may be the defendant. Address the nearest member. In addition, the Chairman offers his legal services, free, wherever possible.

SAMUEL A. BOYLE,
Chairman, Ass't District Attorney, Phila.
JOHN J. VAN NORT,
512 Lackawana Street, Scranton, Pa.
D. K. TRIMMER,
York, Pa.

Philadelphia, May 1, 1889.

LONG ISLAND CYCLE CO.,

1150 Fulton Street,

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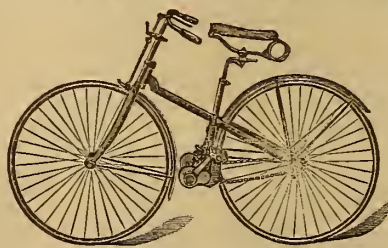
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