

# 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.

AT a meeting of the Eastern Trunk Line Association, held on Tuesday, the resolution fixing a tariff on transportation of wheels was rescinded and a resolution was passed leaving the matter of transportation charges on wheels entirely in the hands of the roads. The measure was helped through by Mr. Scull, G. P. A. of the Baltimore & Ohio R. R., and Mr. Eckerson, Asst. G. P. A. of the West Shore Road. The Association were induced to reconsider the resolution by the efforts of these two gentlemen, and with the indirect help of Chief Consul Bull, of New York State, Mr. Geo. R. Bidwell, Transportation Committee, Chas. A. Sheehan, Manhattan B. C., whose connections with the West Shore people were of great assistance, and F. P. Prial, New York Bicycle Club. The importance of the new resolution cannot be estimated. The railroads are not compelled to charge transportation rates, but may fix them at their will, and as two of the most prominent roads have carried wheels free, it is probable that other roads will follow suit.

MR. ALBERT MOTT, Chief Consul of Maryland, has put his shoulder to the wheel of preparation for the League meet, and that the wheel will revolve more quickly for this addition to the force of pushers, no one who knows the Chief Consul will doubt. We have given the Chief Consul several columns of this week's issue, on which he spreads an admirable sketch of the possibilities of the '89 meet. Mr. Mott, who is an old newspaper man, enlisted his sympathies as well as his ability to do justice to Hagerstown and its ridable neighborhood, and those who read cannot resist the temptation to go South in July. We can add nothing to the Chief Consul's story. The city is there and it will belong to us, for a week at least. The people are there, Bombarger, Updegraff and all the rest of them. They are waiting for us and will work body and soul to give us a good time. Can we resist such a hearty invitation to join the festive crowd?

"BICYCLING WORLD" very properly suggests that the League should aid the early closing Saturday half-holiday scheme.

The Saturday half-holiday is a boon. The struggle for existence is carried on too fiercely in this country, and we are going to the dogs body and soul as a consequence. We should all hold up every Saturday afternoon; none would then be the loser. We believe contending armies have resorted to armistices with benefit to both sides.

AT the intercollegiate games, held last Saturday at New York, Davis, of Harvard, on a safety, collided with Clark, of Yale, on an ordinary. We trust that the Racing Board will at once subject all the riders in this event to the penalty of temporary suspension from the track for this violation of the racing rules. We believe all the contestants were gentlemen; we are particularly interested in Davis, one of the best fellows on the path to-day, but the powers that are must assert themselves. The matter of infringement was fully discussed; the contestants felt themselves morally bound to represent their colleges in this event, no matter what the result might be, but the collegiate officials were divided between open defiance of the Racing Board and the opinion that that body wouldn't "dare do anything." We advise the Board to assert itself. The rules were deliberately broken. We are sorry for the college boys, but there must be a Racing Court and the rulings of that court must be observed.

If the signs of the times amount to anything, road racing in the East has about seen its best days, and there is a strong tide of sentiment among wheelmen, in some sections where road racing has been most popular, that the time is about ripe to pull out.

The probable action of the Eastern Road Club, of Massachusetts, and the evident opposition to road racing which exists in New Jersey, where once the wheelmen were unanimous in favor of road racing, are all indications going to show the trend of growing sentiment against this branch of the sport.

We ourselves have promoted road races, but we have always held that, when we discerned an indication of opposition by the public or wheelmen, we should use our influence to discourage road racing.

The question is now, has the time come to take such a stand? We think it has.—*Bicycling World*.

Our contemporary reads the signs of the times not aright. There is no strong tide of sentiment against road racing among wheelmen, and if there is a weak rivulet of sentiment, it has found but weak expression. Road racing takes its proper place just like path racing. It is one of the side issues of the sport. Might as well claim that scorching has seen its best days. In discussing any phase of cycling, it is best to look out and beyond one's own little local circle. This is a big country and so much given to booms that while parading is effete in the East, it may simply sizzle at white heat in the West; that while road racing is dead in the North, it may be excessively active in the South. We cannot work up very much of a road race craze in Boston, because Boston is very dead to cycling crazes just now; same with New York, which could not be very much excited over anything just at this time. Both are in a sort of *blasé* state, cyclingly speaking. There is no well developed opposition to road racing in New Jersey that we can discover; some things are best seen from a distance, however. At the race held yesterday all the local clubs were present, and the representative men of these clubs acted as officials. We shall probably have a New Jersey and Long Island road racing association this Fall. When the sport is new then will road racing flourish. While there are new riders road racing will be indulged in, and as new men come up every year this branch of cycle racing will be kept alive. We hope no one will take a "stand," whatever that is. We

trust the League will take no "stand;" that would be very unfortunate. We do not encourage men to race on the road; they have no legal right to do so, and few of them can stand the strain of a hot race. But if the men will race let us take hold and manage the thing as well as possible.

RACING cyclists should recollect that men who ride in any event not handicapped by the League handicapper, or who compete in safety races on ordinaries, or who compete in ordinary races on safeties, or who ride against a suspended man, will be suspended from the racing path for such a time as the Racing Board may decide. The sport is now in a healthy state; there are no half-breeds on the path, and there is a man at the head who intends to keep it so. If we have an amateur rule, let us live up to it in the strictest sense.

IN response to a letter from the Road Race Committee, the Eastern Department of the Trunk Line Association decided to waive charges on transporting wheels between New York and Orange on May 30. We are sure all wheelmen appreciated the kindness of the Association.

### GREAT CENTURY RUN OF 1889—OPEN TO ALL CYCLISTS.

#### FINAL NOTICE.

Rendezvous, Mountain House, Mountain Station, D. L. & W. R. R. (Barclay and Christopher Street ferries, New York City; trains frequent in afternoon, hourly in evening); supper, lodging and breakfast, \$2; lodging and breakfast, \$1.25; accommodations very good and QUIET. Schedule: Routed out at 3 A. M.: breakfast, 3.30 A. M.; start, 4 A. M.; Newark, Elizabeth, Westfield, Plainfield (23 miles, rest), New Brunswick, Kingston, Princeton (58 miles, rest), Trenton (65 miles; dinner, 75 cents; arrive 1:30, leave 2:30); Bristol, Holmesburg, Frankford, Philadelphia (100 miles; arrive 7 P. M.); Continental Hotel, supper, lodging and breakfast, \$2, or, with dinner on 9th, \$2.50.

Roads good to fine; average pace, about 7½ miles per hour.

On the 9th, Sunday morning, parties will be arranged to visit several of the celebrated resorts which abound in the suburbs, where fine dinners may be had (75 cents and \$1), and special cars are hoped for for the return to New York in the afternoon. The cost of the trip will be within \$10 per head.

A party of ladies will leave New York on one of the noon trains to meet the run in Philadelphia on its arrival, under the charge of Mrs. L. A. Newcomb, Harlem Wheelmen, Sixth Avenue and 124th Street, New York City, with whom all intending lady participants are requested to correspond immediately.

All those who join the run along its route will report to Captain J. V. L. Pierson, of the Committee, for number and badge, having their names written on a slip of paper ready to hand to Mr. P.

If intending participants will take the advice of one who has "been there" several times, they will wear full length tights, flannel shirts and helmets and each carry a sponge as large as their individual two fists suspended from their handle-bars. They should send their valises on to the Continental with the usual necessities and some unnecessary, and wear nothing on the run that they can do without.

The pace will be set by the committee, no scorching will be allowed, and we guarantee to take all who stick by the schedule through to Philadelphia on what will prove to have been the biggest thing of its kind ever gotten up. L. A. Clarke, Chairman, Committee of Arrangements, 25 Broad Street, New York City.



## New York State Division L.A.W.

## OFFICIAL ORGAN.



OFFICERS FOR 1889.

Chief Consul, W. S. BULL, 754 Main Street, Buffalo, N. Y.  
 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.

## NEW YORK NOMINATIONS.

G. M. Nisbett, Sec'y-Treas. N. Y. State Div., L. A. W.:

DEAR SIR,—At the meeting of the Nominating Committee, held May 22d, 1889, at 47 and 49 West 14th Street, the following gentlemen were present: Geo. Dakin, of Buffalo, N. Y., by proxy; H. E. Raymond, of Brooklyn, N. Y. and W. H. De Graaf, of New York City.

The meeting was called to order at 10:30 A.M., and the following gentlemen were unanimously nominated for the offices of the New York State Division, L. A. W., for the ensuing year: W. S. Bull, of Buffalo, for Chief Consul; M. L. Bridgman, of Brooklyn, for Vice-Consul; Geo. M. Nisbett, of New York, for Sec'y-Treasurer.

Yours fraternally,

[Signed.] W. H. DE GRAAF,

Chairman Nominating Committee.

N. Y., May 23d, 1889.

To the Members of the New York State Division:

I hereby appoint Mr. H. E. Raymond a member of the Division Nominating Committee, vice Mr. H. C. Spaulding, Jr., deceased.

W. S. BULL,

Buffalo, May 16th, 1889. Chief Consul.

## APPOINTMENTS OF DISTRICT COMMITTEES.

To the Members of the New York State Division:

In accordance with Article 5, Section 4, New York State Division By-Laws, I hereby appoint the following committees:

## FIRST DISTRICT.

J. M. Warwick, 30 Broad Street, New York City; E. J. Shriver, Metal Exchange, New York City; Jas. L. Miller, 158 West 105th St., New York City.

## SECOND DISTRICT.

G. W. Mabie, 50 Putnam Avenue, Brooklyn, N. Y.; James Fox, Temple Court, New York City; M. L. Bridgman, 1255 Bedford Avenue, Brooklyn, N. Y.

## THIRD DISTRICT.

Joshua Reynolds, Stockport, N. Y.; R. D. Cook, 14 Wathyne Blk., Troy, N. Y.; Jas. C. McClelland, 455 Madison Avenue, Albany, N. Y.

## FOURTH DISTRICT.

L. S. Wilson, c. o. Journal Office, Syracuse, N. Y.; A. B. Gardner, 11 Broad Street, Utica, N. Y.; Jas. L. Hickok, National Bank, Auburn, N. Y.

## FIFTH DISTRICT.

H. W. Bullard, 374 Maine St., Poughkeepsie, N. Y.; E. H. Towle, Binghamton, N. Y.; Otis Dockstrader, 118 Lake Street, Elmira, N. Y.

## SIXTH DISTRICT.

R. C. Chapin, White Building, Buffalo, N. Y.; Louis Burch, 82 East Tupper Street, Buffalo, N. Y.; Robert Thomson, 90 South St. Paul Street, Rochester, N. Y.

The duties of the committees and the boundaries of the districts are defined in Article 5, Sections 1, 2 and 4 as follows:

Section 1.—For the purpose of electing general representatives the Division shall be divided into districts as follows:

First District—New York, Richmond and Westchester Counties.

Second District—Kings, Queens and Suffolk Counties.

Third District—Columbia, Green, Rensselaer, Albany, Saratoga, Washington, Warren, Hamilton, Essex, Franklin, Clinton, Schoenectady, Schoharie, Montgomery and Fulton Counties.

Fourth District—Wayne, Oswego, Cayuga, Jefferson, St. Lawrence, Lewis, Herkimer, Oneida, Madison, Onondaga, Seneca, Yates, Ontario, Steuben, and Schuyler Counties.

Fifth District—Chemung, Broome, Chenango, Otsego, Delaware, Sullivan, Ulster, Dutchess, Orange, Putnam, Rockland, Cortland, Tompkins and Tioga Counties.

Sixth District—Niagara, Orleans, Genesee, Wyoming,

Erie, Livingston, Cattaraugus, Chataqua, Monroe and Alleghany Counties.

Section 2.—Each district shall be entitled to one representative for each one hundred members of the Division residing therein on the first day of July in each year.

Section 4.—On or before the first day of June in each year the Chief Consul shall appoint a committee of three in each election district, whose duty shall be to recommend suitable nominations for general representatives from their respective districts; such nominations to be sent to the Secretary-Treasurer of the Division on or before the 1st day of July. In event of the failure on the part of these committees to perform this duty, the Chief Consul, and Secretary-Treasurer shall nominate. All nominations shall be published in the Official Organ on or before July 1.

W. S. BULL,

Buffalo, N. Y., May 23. Chief Consul.

## A SCRANTON BANK FAILURE—GEO. A JESSUP INVOLVED.

The lay press has been publishing, at great length, reports of the collapse of the City Bank of Scranton, Pa., of which Col. George A. Jessup, of the Scranton Bicycle Club and Chief Consul of the Pennsylvania Division, is cashier. Many cyclists have read these statements, many of which are exaggerated or misleading, and it is only fair to suspend judgment until the real facts of the case are made public. From private advices we learn that Mr. Jessup was a large stockholder in the bank, cashier and director. We are informed on excellent authority that Mr. Jessup was permitted to conduct all the affairs of the bank, without oversight on the board of directors. It seems very clear that Mr. Jessup used the funds of the bank to carry on personal enterprise in the coal and mining regions, and that the shrinkage in values in his properties during the past winter caused him heavy losses. It is to be said in Mr. Jessup's favor that he is ready and claims to be able to make his shortage good, that he has enough property to make up all losses. It is also significant that his personal friends have perfect faith in his ability to satisfy all parties, and the president of the bank is doing all in his power to straighten things out. The question of Mr. Jessup's culpability in using the funds of the bank is not worth considering beside the broader question as to whether the entire banking system of the country has not been undermined, whether some means should not be devised by law to prevent the men who handle the moneys of banking institutions from using these moneys, with no dishonest intentions, perhaps, for their private ends. It is true that it is the duty of boards of directors and presidents to oversee, but they notoriously fail to discharge that duty conscientiously, and that failure should be a criminal offense.

## BICYCLERS AS TARGETS.

GRIFFIN, GA., May 18.—Yesterday afternoon R. L. Brantly, Whitely Kincaid, Chas. Walcott, Louis Niles, Eli Brewer, Otis Crouch, bicyclists of this city, made a trip on their wheels to Orchard Hill, about six miles south of this city.

As they were returning they passed a house where a crowd were congregated, and without any provocation were set upon by a pack of hounds and fired at five times by the crowd. The wheelmen not being armed, were forced to rely on their mounts for protection, but it is likely that proceedings will be instituted against the roughs who made the unwarranted attack.—*Savannah paper.*

Advices from our Columbus correspondent state that this seeming outrage may, on investigation, prove to be nothing but a rough joke (?) with a view to seeing how fast a bicycle could be ridden. We think the Griffin wheelmen may be relied on after this to either drag a Gatling gun after them when touring or take along an escort of mounted policemen. If they carry "guns," the use of the cycle in war may be demonstrated here at home long before our English brethren are done manœuvring and wheeling and counter-wheeling to settle the point.

## THE LEAGUE WILL STAND BY HIM.

Official notice was sent from New Bedford May 27 to Chief Consul W. H. Emery, Massachusetts Division L. A. W., in regard to the suit brought by J. A. Beauvais against J. B. Bradford for taking a header from his bicycle and scaring Mr. Beauvais' horse. Word was received to-day by Consul Frank L. Wing that the League would take Bradford's case up and fight it to the end. The jury, it will be remembered, disagreed at this term of the court.

## LAST OF THE EASTERN ROAD CLUB.

Ever since the fatal accident to Robert S. McCombie, while racing for the Eastern road cup early last season, there has been talk of disbanding this organization, as road racing in this vicinity had received a black eye by the unfortunate occurrence. Last evening, May 27, representatives of the Massachusetts, Boston, Cambridgeport, Chelsea and Dorchester bicycle clubs, five of the original eight, gathered, in answer to the call of the president of the Eastern Road Club, at the office of Dr. W. G. Kendall, 176 Tremont Street, and the affairs and prospects of the club for the coming season were informally discussed, and when the meeting came to order it was unanimously voted to disband the Eastern Road Club, which was organized in 1887 to promote interest in road racing hereabouts. It was further decided that the silver cup of the club, for which many a hard battle was fought, and which was twice won by the Dorchester Club, be given to that organization, as it is the only club willing to enter a team to defend it.—*Boston Herald.*

## PSYCHE'S NOTES.

I see that both your columns and those of the *Bi. World* last week gave up most of the space devoted to wheelwomen's use to the various opinions of different riders on the subject of dress.

I have already aired my views, but if you don't mind will give a rebash of them, for I think I have struck the *ne plus ultra* of comfort, etc., in my present costume.

A skirt two yards in width of corduroy, gored in front, faced high as the knee, all the fullness in the back, a close-fitting body of flannel, same color, knickerbockers of silesia same color as dress and stockings and low shoes. My hat is a toque, being the most becoming shape I can wear.

I want to register a protest against wheelwomen of all sizes and ages getting themselves into blouse waists immediately they begin riding a bicycle. There is no more excuse for them for this exercise than there would be if one were on horseback, and the average woman looks remarkably like a pudding tied in the middle when gotten into one of these loose waists. Of course there are some, a good many, who have pretty, slight figures and would look well in this get-up, but the great majority certainly do not.

Among Helen Gray's correspondents is one who advocates the weighting of the riding skirt with shot. I think the rider will bitterly regret ever doing such a thing, for it would be simply suicidal. The weighted edge would catch in the spokes infallibly, and probably mean a bad fall for the rider, as well as utter destruction of the dress if the wheel was going at any rate of speed.

I don't believe in white for wheeling, for it is apt to get soiled, and unless one is a millionairess and prepared for unlimited washing and an irate washerwoman, I would not advise it.

Again, I don't believe in too wide skirts. They catch the wind, and a rider from the rear is apt to look like a twin balloon. They don't conceal the knee motion a bit more than the narrower skirt, and show the ankle more, for they fly a great deal and give a chance for the wind to get under and blow them about.

Mrs. B., from Boston, writes to Miss Grey that she wears divided skirts. I have never seen them, and don't want to be narrow-minded, but it seems to me they are "neither fish, flesh, fowl, nor good red herring." I don't see any reason for wearing them for wheeling. If there is one will somebody please tell me it? PSYCHE.

## CYCLING MATTERS IN PROVIDENCE.

The *Providence Journal* of Sunday last devoted over three columns to a well-written article on "The Season of Cycling," which in correctness of statements and accuracy of illustrations is far ahead of the usual lay article on this subject. Evidently, it is the work of a wheelman or a writer that had read up for his subject most thoroughly. One illustration represents Mr. John W. Arnold, who commenced cycling at the youthful age of seventy-five, and is now in his seventy-eighth year. The *Journal* claims him as "the oldest cyclist in the U.S." Without data at hand to disprove it, we will not contradict them, but still have the impression there are one or two other wheelmen in the country fully as old. Another *rara avis* among cyclers, and of which, we think, Providence has the monopoly, is a Chinese laundryman that takes his exercise on a bicycle—no safety either, but the good old ordinary. Who says the Chinese must go? When a Mongolian grasps the English language, attends the American Church and rides the bicycle, what's the matter with him as a citizen?

Among riders of the safety in Providence may be counted a dozen or so of leading teachers and professors, one or two ministers, and some half-dozen lady riders. For a city in a State not noted for the best of roads, Providence would appear to take a remarkable interest in cycling.



# THE LEAGUE MEET, HAGERSTOWN, JULY 2, 3 and 4.



DEAR EVERYBODY—

I want to have a little confidential chat with you about the tenth annual Meet at Hagerstown—just as we would talk it over if we met upon the road, and you asked for information. That way is best for a clear understanding, and there is no fear of misapprehension when we take into consideration the freemasonry existing between us when a-wheel. It might be put up in the highest style of dude literature and be clear as Omaha mud in consequence, but it is certain you would not wish that.

To a Baltimore or Washington wheelman the mere mention of something going on at Hagerstown has always been enough to make a scramble to that city, for the people up there between the mountains—cyclers and citizens—make "a go" of anything they undertake in the curriculum of cyclodromy.

Eight superb limestone pikes radiate from Hagerstown, which is the hub of the Shenandoah Valley, while intersecting pikes and cross-roads form a network of thoroughfares for wheelmen that realizes the stereotyped phrase of cyclist's paradise. These pikes are of that smooth, sand-papered kind that entrance the wheelman, while his surroundings of scenery and sweet odors from Nature's garden make his runs veritable trips through fairy land.

A wheelman can do almost anything he chooses in Hagerstown, and his uniform is considered a sort of badge—a metaphorical snuff-box or keys of the city—entitling him to the freedom of the town. "Oh, he's all right," is the verdict of the guardian of the peace as he leniently views the little fun scrapes of the cyclist. At the hotels it is the same. The soiled traveler a-wheel is a thing of beauty to the affable host and the special pet of the head waiter, while he far outrivals the gigantic sparkling gem gracing the bosom of the clerk and flashing defiance to dignity. Oh, the wheelmen have great times in Hagerstown.

Scotty Bombarger lives in Hagerstown. You might think he has something to do with the artillery, "but he hasn't" (as Ned Hayden's song puts it), though he is very quick on the trigger, and can get a wheelman half-shot in the shortest time on record. Geo. Updegraff also entertains the cycling tourist at Hagerstown, and is aided and abetted by Cushman, Irvin, Miller and a host of other good fellows. All the tourists from Maine to California know them by those familiar names. When you first get to town it is Mr. So-and-so, but in ten minutes you will be putting it Scotty and George as pat as any of us. You would be amused at a recital of all the funny business that has occurred there, but, you know, it wouldn't do to chronicle it here. Outlines of some of the incidents are: A weary and sleepless wheelman, exasperated to frenzy by insomnia in a neighboring mocking-bird—appearance of the cyclist at the hotel office, to say the least not in uniform—accommodating clerk with shot-gun—bang—midnight stillness on outside—aroused fellow cyclists appearing *en deshabille* in the hotel corridor—climbing pillars "for the beverages," in which the hotel clerk was the chief instigator and abettor—somnolence induced by the combined influence of the nectar and the lightly-attired athletics—finale, oblivious sleep, nature's sweet restorer.

You see, some of the boys call this "fun." The term appears to have an elastic definition with wheelmen in Hagerstown. They call it "fun," too, to shoot the tail off a fellow cyclist's coat with a roman candle, to assist at "a fire" by capturing the hose and turning the nozzle on perspiring chums, and all that sort of thing. "Secretary," an old timer of THE WHEEL—the one, you know, who wrote so charmingly—did that. See is a great boy. Well, of course, nothing of this kind will happen at the Meet. There will be no wild horse-play, but it all illustrates with what consideration for his "fun" a wheelman is treated in Hagerstown. We who don't approve may dismiss these amiable faults by calling the whole thing a delightful absence of conventionality or something of that sort. All down through "the Valley" the wheelman is king.

Of course, now and then, there is another experience, but it is never very disagreeable. A novelty surprises the natives into forgetting themselves for a moment occasionally, as, in some instances, recollected by the writer when on a tandem tour with Mrs. Chief Consul—or, to be more familiar with you—"old jeeswax" when it is desired to stroke the fur with a pet wheeling name. She is "Birdie" at home, but she is "old jeeswax" on the road. Well, anyway, a horseman on a distant hill of the old National Pike was observed to dismount and watch the coming "cantankerous consarn" with considerable curiosity, and when we passed, remarked that "that ere pesky thing was enough to scare the devil." Jeeswax sympathized with him in the remark that she "saw it was." So, too, when a big man with a little horse showing a disposition to fly the fence at our uncommon appearance exclaimed, in an oratorical and sonorous voice, "t-a-k-e t-h-a-t t-h-i-n-g o-f-f t-h-e public highway." Well, now, the tandem pair are exceedingly even tempered, especially "Old Jerry," but when our pretty tandem was denominated a "thing," why, a few well chosen remarks in polite nomenclature flowed from the tongue nimbly by rage that perfectly paralyzed the denizen of the mountain, and when finally he was told that all he needed was a cat-gut string and an antiquated appearance to be a third-class lyre, even the frisky quadruped hung his head in horsensical shame.

Great place that Shenandoah Valley. Forty odd members of the Marylands, on a club run, were each supplied with a fragrant Havana as a result of Sam Clark's shocking prodigality in handing a boy 25 cents and telling him to "bring some cigars." And even then Sam had a pocket full left. It reminds one of the five loaves and three little fishes and the seven baskets left over. Fact, as sure as you live, But say, see here, we can't go on in this way or the editor will fire this out. [No, No. We will give you a page if you can prove Sam Clark guilty of prodigality.—Ed.]

Hagerstown, a city of about 20,000 population, is situated in the midst of the great and fertile valley, lying at the foot of the Allegheny mountains, and extending from the Susquehanna river at Harrisburg, Pa., to the northern limits of Alabama. This valley is known in Pennsylvania and Maryland, as the Cumberland Valley, and in Virginia as the Valley of the Shenandoah. But it is one continuous and homogeneous valley—well watered by numerous and beautiful streams—fed by great springs which gush out of the limestone rocks.

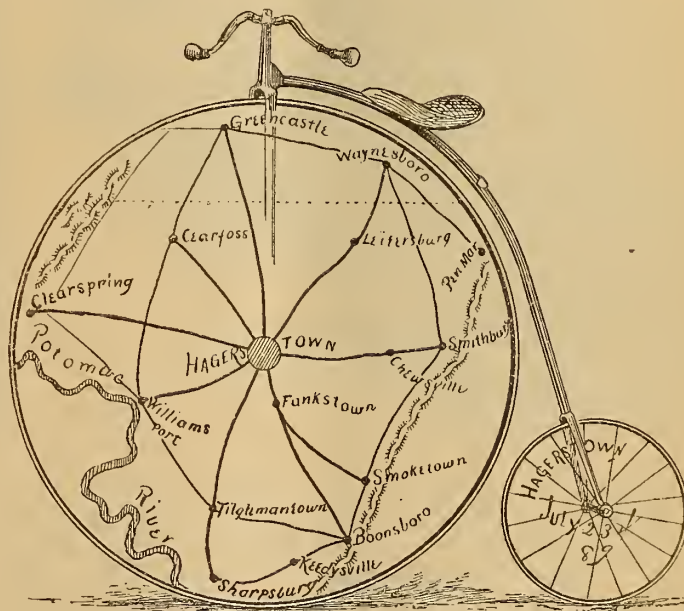
The surface of the valley is beautifully undulating, presenting a varied scene of hill, dale and plain, with the Blue Mountains limiting the view to the east and west. Of this great, fertile and beautiful valley Hagerstown is the queen city. Its location is 560 feet

above tide-water. The climate is pleasant, cool and healthful, and every circumstance contributes to make it a most agreeable place for the meet. In fact, from the wheelman's standpoint, no fitter place in these whole United States could be found for a meeting of cyclers.

Hagerstown is built upon a solid foundation of blue limestone rock. In the centre is a square, through which the two principal business streets of the city pass. One of the streets, Potomac, running to the north, after it passes through the business section, widens out into a beautiful avenue, on the west side of which is an eminence or ridge from 100 to 200 feet back from the street. This ridge is crowned with villas which would do credit to the largest cities. Running down the broad street are the well-kept lawns, and from the front porches is a view, of the mountain and the intervening valley, of striking beauty. Washington Street, which passes through the square at right angles with Potomac, continues to the west along the old national pike, and at the western suburbs reaches a high and beautiful elevation. At right angles with this street Prospect Street extends to the south. It is on the summit of a high ridge, and the houses on this street are of great beauty and surrounded by charming gardens.

The streets, where not a natural bed of rock, are made of limestone, which is broken and laid down to a great depth, and topped with stone crushed very fine, and then rolled with a heavy iron road-roller weighing thirty tons, which packs the streets into a solid and smooth mass of stone, very durable and smooth as asphaltum, making road-beds of a very superior character, and for wheeling even surpassing those of Washington.

To illustrate its commercial importance, it may be mentioned that fifty-three passenger trains arrive or depart from Hagerstown every day. The streets are almost perfectly illuminated by electricity, making night riding quite as safe and much more exhilarating than in the day.



A few miles from Hagerstown, situated high up on the slope of South Mountain, is the Blue Mountain House with its pretty station, one of the most attractive summer resorts and best kept hotels in the country. It is admirable in all its details and commands from its piazzas and windows a magnificent view of the great valley at the foot of the mountain. But this view can be enjoyed to the utmost from the Pen-Mar Observatory (to which place a run will be made), a mile from the hotel, and far as natural scenery is concerned, there are few places in the Eastern States of America better worth seeing. There is spread at the feet of the spectator a magnificent panorama of valley and mountain scenery, extending into four States and dotted with the towns, villages and farmhouses of a teeming population. Higher up, on the extreme summit, there is a high tower, named Mount Quirauk, approached by a fine road, from which the view is extended to the other side of the mountain, and from which can be seen Westminster, Emmitsburg, Hanover, Gettysburg and numerous other towns and villages, together with a great expanse of rich and picturesque country, from beyond the Potomac river on the south to beyond the Susquehanna on the north, and to Parr's Ridge on the east.

Near Monterey a most surprising freak of nature appears hid away in the midst of the woods, the Devil's Race Course. It is a rugged expanse of broken mountain rock spreading over a mile in length, and believed to be the result of the tremendous forces of the glacial period. Across the line dividing Pennsylvania and Maryland, to the north and south, lies Pen-Mar, mentioned above, with this name derived from its location between the two States. On a rocky spur, 2,000 feet above the sea, towers High Rock Observatory from which magnificent views are obtained over the Cumberland and Shenandoah Valleys. As far as the eye can reach from the Susquehanna river southward to the Massanutten mountains, miles beyond the Potomac, stretches the Valley, studded with towns, villages, hamlets and farmhouses. The towns of Chambersburg, Hagerstown, Greencastle, Smithsburg, Leesburg, Waynesboro, and interspersed settlements are taken in at almost one sweep of the eye. The road continues from High Rock upwards to the picturesque points of Brinkwood and Ragged Edge, and to the summit of Mount Quirauk, with the iron observatory affording one of the grandest of views.

If all the points about Hagerstown, interesting to cyclers, were described it would fill a volume. They follow each other in quick succession. The wheelman going south sees on his right, a few miles after leaving Hagerstown, the College of St. James and the old Ringgold Manorial seat. A few miles further he enters upon the historic field of Antietam (to which place a run will be made) and gets a glimpse of the splendid statue or monument in the National Cemetery at Sharpsburg keeping sentinel over the "bivouac of the dead." Crossing the historic Potomac, at the very spot where James Ramsey launched his little steamer in 1787, he lands in West Virginia upon the high rocky precipice over which 3,000 Federal troops were driven by Stonewall Jackson.

On the road from Hagerstown is the wonderful Luray Cave and the Natural Bridge of Virginia. All along are points of historic interest, such as the estates of Lord Fairfax and his residence, the old Greenaway Court, while innumerable summer resorts, with their fine hotels, dot the valley and mountains.

For many years it has been the habit of people of sea-side cities to spend some of the summer months in the mountain city of Hagerstown. As a summer resort it possesses many attractions. Its hotels and boarding houses are well kept and moderate in their charges. The climate is cool and agreeable as that of many of the more widely known fashionable resorts. As has been intimated before, Hagerstown is peculiarly situated as regards points of scenic and historic interest. Next to the old battle field at Antietam, with the old Tunker church and the Bloody Lane, both so famous in history, come Lee's headquarters in Sharpsburg, which looks to-day precisely as it did in September, 1862.

The ruins of old Fort Frederick are interesting relics of pre-Revolutionary times. It was erected by the Colonial Legislature of Maryland about 1755, during the panic which ensued upon the defeat of General Braddock on his Fort Du Quesne Expedition.

In the city there are five large and well-equipped hotels that would do credit to Baltimore, and numerous smaller ones, besides excellent boarding houses. Many families receive private boarders, so there is ample accommodations for all who come. The prices are, of course, very much less than the same accommodations would cost in the larger cities.

Owing to the beauty of the surroundings of the city, some clubs acquainted with the locality propose to form a wheelman's camp, and have already engaged tents and the



proper paraphernalia. This will be a delightful feature, and one hardly possible for a wheelman's meet in New York, Boston, Baltimore or other larger cities.

What wheelman has not heard of the Shenandoah Valley riding district, a region superior for cyclists, in many respects, to the Oranges or Boston. Certainly the members in Pennsylvania, New Jersey, Maryland and the District of Columbia are familiar with it, for their annual tours are nearly always turned in that direction. We quote from the Road Book of the above Divisions: "From Reading westward, the delightful Lebanon Valley offers fair grades to Harrisburg, beyond which point the Cumberland leads past Carlisle and Chambersburg to Hagerstown, and thence as the Shenandoah Valley—that wheelman's paradise—to Staunton, Va. No finer straightway exists in the Eastern States than that from Reading to the last-named town, a distance of 264 miles." Wheelmen coming to the Meet from the West via the Baltimore and Ohio Railroad can experience a delightful variety by leaving the train at Martinsburg, W. Va., and riding a-wheel down the Valley to Hagerstown, a distance which cyclometers twenty and one-half miles. Leave the pike and cross the Potomac on the ferry at Falling Waters, and take the smooth-piked towpath to Williamsport, when you will have the entrancing scenery and the novelty of riding with the clear waters of the river and canal on either side, while the hills and mountains tower above. It is more than grand, it is awe-inspiring.

As the season of the year for holding the Meet, July 2, 3 and 4, it is a comparatively cool and pleasant time in those mountainous regions. My touring has consisted of two weeks in each year spent in the valley, and preferably a little later in July. The

upon which a fair margin would be left. Accordingly, the invitation was given and the meet held, and the Division came out of it with a legitimate profit of some \$1,200 after entertaining the guests generously. My dear sir, there was no tax on anybody, nobody suffered and everybody was pleased. Baltimoreans are usually generous, but they are practical too. Business men seldom give money without an equivalent. The money gotten for the entertainment of the League was mostly from a business investment of business men who received and expected to receive quid pro quo. The money was derived from hotels which made a profit from the guests even while giving them reduced rates—from cycling firms who made a profit on the sale of machines to the increased membership induced by the increased interest—from merchants who derived a profit from increased sales to an increased floating population—from profits on the official programme, from profits on a sort of a church fair affair, a raffle, whatever one chooses to call it, whereby wheelmen all over the country purchased chances in a lot of cycles and which netted something like \$1,500, from profits on the races, from the sale of tickets to the entertainments, from *taxes on the pockets of local cyclists*, (oh ye gods) to the extent in my own case of \$5, and I will risk my reputation for veracity by affirming that the whole amount raised from taxes on the pockets of local cyclists, outside of those engaged in the cycling business, would not average twenty-five cents for each wheelman of the State. I farther affirm that I, myself, without assistance, could with the exception of the official programme, duplicate the preliminaries and arrangements of the Baltimore meet, by two week's personal attention to the matter, and without seriously affecting my private business. We had a committee of fifteen to arrange for that one, and the personal expenses



contrast in getting away from a hot city to the cool mountains and springs of that country is not the least of its merits.

There has been a great deal of cant and misrepresentation concerning League Meets, and no doubt the impression has gone forth to some that the Maryland Division is inviting members of the League to "pay their own way," and that hospitality ceases with the Baltimore Meet. Perhaps there is no better way to counteract such a false impression than to publish the following letter to President Luscomb, which is frank enough to explain itself. It was written from one business man to another and not intended for publication, but perhaps it will enlighten some divisions without experience who fear the "burden and expense." Men of the L. A. W., you will honor us by accepting our hospitality. We know how to entertain you without assuming any unjust burden or expense. We are not aiming to make money, but shall keep inside our income, and if a surplus is left, as in the case of the Baltimore and St. Louis Meets, why so much the better. The whole thing in a nutshell is simply this: When preparing for a League Meet, provision is necessarily made to entertain the greatest number that could by any possibility be expected. Naturally the number attending the meet falls short of this extreme limit, and expenses are just so much less and leave a surplus.

"Maryland is a loyal, noble, generous, hospitable Division, and I love her. She is my pride, and none the less because with all her generous chivalry, she is at the same time a good, practical business Division. She generously entertains guests, but at the same time she does not lose sight of a good business investment. Before the Baltimore meet, this Division was in debt, but a practical mind in the person of then Chief Consul J. Kemp Bartlett, Jr., saw the opportunity of increasing interest in cycling in the State—increasing membership and thus enhancing revenues, and a good business scheme of a League meet

of the committee were paid so far as known, certainly mine were, and I know others were and should be. There is of course some little personal "time and attention to the reception and care of the visitors," but so there is my dear Mr. Luscomb in social everyday life, and it is considered a pleasure and a privilege by every refined or generous nature.

"But enough of that. I simply want to assure you that the privilege of entertaining the League is not a burden but a pleasure. Let each Division decide for itself what the word entertainment shall imply. As for Maryland we would be glad to "point a moral" for other divisions, but we cannot do it at the cost of our reputation for hospitality, especially when that reputation is so cheaply acquired. I can assure you, however, that we are plain business men and will not involve the Division financially, or sacrifice the pleasure of any local cyclist. We hope to depart from the usual rut of entertainment, and produce unique features at less cost that will be enjoyed much more. Trust us, and you will not regret it. We have the success of the administration of the League at heart, whoever sways the gentle sceptre."

So no one need hesitate about coming on account of the burden and expense to the Maryland Division. From indications in my correspondence, and the reports brought by members on their travels, the Meet at Hagerstown promises to be the largest in attendance of any yet, and it can be safely promised that the enjoyment will be the greatest; for if a place for a wheelman's meet were to be made to order it could not much surpass Hagerstown, and, therefore, the entertainment part is quite simple.

Respectfully and truly yours,

ALBERT MOTT,  
C. C. Md. Div.

## WHEEL GOSSIP.

The Hartford Wheel Club recently opened its new club rooms.

A ladies' bicycle club is about to be organized at Boston Highlands.

F. L. Olmstead, of Brookline wants to wheel from Boston to the meet at Hagerstown, and is desirous of finding a companion.

Arrangements are being made for a party of Massachusetts wheelmen to go to Baltimore by water to attend the League meet.

Chief Consul Davol, of Rhode Island, has appointed George Lewis Cooke, of Providence, Vice-Consul, to fill the vacancy caused by the resignation of Mr. H. L. Perkins.

Rochester, N. Y., has started a young ladies' tricycle club: Julia Langie, President; Rebecca Linder, Vice-President; Clara Bier, Treasurer, and Mazie Gardon, Secretary.

Chief Consul Emery will deliver a lecture on "Constitution and by-laws, the scope and development of the L. A. W., and the advantages of League clubs" at the Hagerstown meet.

### PROSPECT WHEELMEN.

At a meeting of the Prospect Wheelmen, on Thursday, May 23, C. Newbourg was elected Captain, vice H. Newman resigned, and R. Wulff, Secretary, vice C. Newbourg.

### MILWAUKEE'S HANDICAP ROAD RACE.

The Milwaukee Wheelmen's handicap road race will take place June 29, over the Wauwatosa course. Besides the usual number of prizes a valuable medal will be awarded for the best time made. Entries close June 24.

Mr. H. C. Stratton, the well-known bicycle rider and polo player, is in hard luck. Some miscreant stole his newly purchased New Mail bicycle, 53-inch, numbered 5586, from his residence, 63 Hawthorne Street, Chelsea, Mass., recently.

The South End Wheelmen, Philadelphia, are arranging for a summer's outing by the club this season, which is to take the shape of a tour to the Delaware Water Gap, Dingman's Ferry and Pike county. They expect to make it a great success.

The Bacheller Bros., well known grocery dealers at Lynn, are achieving a local notoriety as trick bicycle riders. Upper Broad Street is the scene of action, and some entirely novel dismounts are mentioned. A public exhibition may be given by them June 17.

Lynn wheelmen had hoped for an appropriation of \$25,000 for paving, but the order authorizing that amount failed to pass, and one for the reduced sum of \$10,000 went through. That amount, though hardly what a city like Lynn should expend, will do much good if judiciously laid out.

The Washington Park track, on which the K. C. W. meet will be held in June, will be in very good shape for fast time. The track is four laps to the mile, with very easy corners. Jack McMasters, the ground man, will have the corners raised, and will roll the surface smooth and hard.

Circulars have been issued by the Board of Directors of the Pennsylvania Bicycle Club asking for subscriptions to an additional issue of the club bonds for the purpose of erecting an extension to the wheel room. The bonds will bear interest at five per cent., and will be secured by a mortgage on the building.

The proposed reception which was to have been given by the Camden wheelmen in their new club house in Camden, on Thursday evening, has been postponed until June 7th. The house, which is the one formerly occupied by the Young Men's Republican Club, has been entirely refitted and is handsomely arranged for the purpose intended.

### ABOUT CORRECT.

Editor Prial of THE WHEEL AND CYCLING TRADE REVIEW is determined that his publication shall maintain its place at the head of the cycling press. He is continually perfect-

ing plans by which he is enabled to get all of the latest and best cycling news in the world.—*Brooklyn Pre.s.*

Mr. Gething, of the Buffalo Club, has for some time been engaged on a map of that city, which is now completed, and will prove of incalculable value to cyclists. It is a complete street map on which is marked every roadway in the city, with special indications as to what streets are paved or likely to be paved with asphalt. One of the maps will be hung in the club room.

President Luscomb will be chief marshal of the parade at the L. A. W. meet, and his staff will be as follows: Albert Mott, adjutant and chief of staff; George S. Atwater, Wallace Merrihew, William M. Brewster, C. E. Lemmon, M. L. Bridgman, H. H. Hodgson, George R. Bidwell, William J. Gilfillan, Charles S. Davol, William H. Emery, Charles S. Butler, Sanford Lawton and James R. Dunn.

The careless practice of reckless riding would seem to have received a set-back the other day in Cupar, Scotland, when a verdict of £10 19s. and costs, amounting to about \$75.00 in all, was given against James Wallace, a cyclist of Leven. This suit was brought by Andrew Tod, of Pittenween, he claiming that his horse was knocked down and seriously injured by the wheelman's colliding with him. They must either ride heavy wheels in Scotland, or go at a tremendous pace. Fancy an American wheelman knocking down a horse and cart in event of a collision!

Messrs. W. D. Allen & Co., Chicago, who represent the NEW YORK BELTING AND PACKING COMPANY, New York, in that city, have just issued a new and attractive catalogue, containing full description of their large line of vulcanized rubber goods. The cover, which is of a good quality of paper, is of a buff tint and printed in red and bronze; a view of the company's warehouse and salesrooms, 151 Lake Street, being shown on the back. It is a pamphlet of forty pages, profusely illustrated, typographically correct in every particular, and great care and much labor has evidently been bestowed in its preparation and production. Its perusal cannot fail to be of benefit to those interested in the line of goods which Messrs. W. D. Allen & Co. handle.





## THE GREAT ROAD RACE.

"And there was mounting in hot haste  
And hurrying to and fro."

W. F. Murphy, K. C. W., wins first prize.  
John Bensinger, K. C. W., wins the time cup.  
Rain in morning, sunshine in afternoon; big attendance.

Course kept very clear; race won in good time, and everybody satisfied.

Such is the history of the first twenty-five mile handicap road race.

The night before the race all was expectancy. Barkman went home with the knowledge that the mine was all prepared, and all that was needed was the magic click of his pistol to explode it. I went up to Bidwell's place and found him in a state of certainty that it would rain, though the stars were winking and twinkling with promise. At the Manhattan Club the crowd had gone home for a good night's rest, after getting their wheels into prime condition for the morning's ride. The New York's was deserted, save for a select coterie, De Goicouria twang-twang the bango, "Pit," the "Vet.," pirouetting to the dulcet strains, and McFadden, big with the importance of his duties of the 30th. For was he not to lead the New Yorks, Manhattans, Riversides and Harlems down Fifth Avenue on the way to the depot?

In the morning I drew aside the curtain of expectancy and saw without the weather of disagreeability. It was 6 A. M., an unearthly hour for me to leave the couch of indolence. But that Barkman was, I always claimed, something of a military man, for was it not a soldierly trick to rout us all out at six "all of a bright May morning," as the children sing; but this May morning was not bright, it was leadeny, drizzly, sticky, chilly, quite English.

After the inevitable coffee and roll, (in novels they never breakfast on anything more substantial) I searched the newspapers for consolation, but unearthed only an army of croakers. It was going to rain; the rain will become heavier as the day lengthens. Bright prospect. I threw dice to decide whether I should go out in mackintosh and goloshes, or risk pneumonia and influenza by donning the scant habiliments of cycling. Fate smiled on me; I donned my best cycling rig, my giddiest shirt and very smartest tie, and the weather cleared up at eleven; the sun shone out of a clear blue sky all the afternoon, with a few brief exceptions, when old Jup. Pluvius tried hard to turn on the shower bath, but old Sol., who is a stayer, knocked him out in good shape, and Jup returned to his lair; all wicked people have lairs.

At 8.30 we sailed from New York aboard the good old tub Communipaw, manned by a goodly crew and a boot-black. After a sail across the stormy Hudson, we put in at Hoboken—from *Ho*, last, *bo*, place, *ken*, made. (I always was good on etymology). On the train I found some good company; as Referee Bidwell, in overcoat and rubbers—he suffered later in the day; R. F. Hibson, in mackintosh and comfortable—he threw them away at noon; Judge Furst, Clerk of Course Crichton, Judge Bridgman, Scorer Putney, Captain Powers, and a lot of others. I almost forgot McFadden. He sat sadly in a corner, drawing extract of umbrella from the handle of his parachute. I asked him where were his "four hundred."

"In the vanilla," he replied, airily.  
After an eight-mile scorch from Newark, I landed at the Hilton Hotel. First man I saw was Barkman, pale and resolute, like a man at a marriage ceremony. He was looking for Pral. I pointed out the Chief Scorer to him, as I knew him intimately, and a very fine fellow I think him. I mean that he thinks nothing too good for me. At the hotel many wheelmen had gathered, mostly without wheels. The crowd was reinforced by natives and the small boy, with a sprinkling of hussy men, who discussed bicycles in the carriage yards. The bar was being worked double time, lemonade—a glass of dirty water with a lemon drop in it—being in demand. Upstairs the competitors were being rubbed down; downstairs sandwiches and pie were being dealt out at five cents the piece.

At eleven a move was made from the hotel to the starting point, a five-eighth mile level stretch southwest of the Hilton Hotel. The Clerk of Course worked a few moments, Starter Barkman raised his weapon on high, blazed away, and the first batch were sent off, quickly disappearing amid huzzas, and so each successive

Pos. Fin.	Name.	Hand.	5th mile. Pos. Time.	10th mile. Pos. Time.	15th mile. Pos. Time.	20th mile. Pos. Time.	25th mile. Pos. Time.
1.	Wm. Murphy, K. C. W.	8	16 11 24 19	9 11 41 55	4 12 00 41	3 12 10 13	1 12 39 05
2.	F. R. Miller, R. W.	13	4 11 20 35	2 11 40 06	2 12 00 06	4 12 19 14	2 12 39 13
3.	W. G. Class, B. C.	9	11 23 15	7 11 41 52	3 12 00 40	2 12 19 14	3 12 39 13
4.	John Bensinger, K. C. W.	7	20 11 25 32	15 11 43 34	11 12 03 01	9 12 20 44	4 12 39 43
5.	Chas. Murphy, K. C. W.	7	19 11 25 30	14 11 43 33	10 12 02 03	5 12 20 33	5 12 39 49
6.	Fred. Coningsby, B. B. C.	9	14 11 23 48	11 11 42 37	9 12 01 27	7 12 20 32	6 12 39 57
7.	J. Frank Borland, B. B. C.	9	13 11 23 15	6 11 41 52	6 12 00 54	6 12 20 32	7 12 40 51
8.	C. A. Elliot, Wilmington	10	8 11 22 53	10 11 42 08	8 12 01 20	10 12 21 04	8 12 41 17
9.	F. B. Hesse, K. C. W.	6	23 11 26 26	17 11 44 45	15 12 02 56	12 12 21 40	9 12 41 47
10.	W. H. Putney, M. B. C.	13	3 11 20 35	4 11 40 15	7 12 01 03	8 12 20 40	10 12 42 04
11.	T. J. Hall, K. C. W.	4	28 11 28 49	24 11 47 02	20 12 05 50	14 12 24 33	11 12 44 04
12.	R. W. Steves, K. C. W.	7	22 11 26 02	19 11 44 52	16 12 04 22	13 12 24 25	12 12 44 44
13.	B. F. McDaniels, Wilmington	4	24 11 28 33	23 11 46 55	18 12 05 18	15 12 24 39	13 12 47 07
14.	N. F. Waters, B. B. C.	9	12 11 23 15	18 11 44 50	17 12 04 49	17 12 25 21	14 12 47 39
15.	F. M. Dampman, Wilmington	2	31 11 31 04	27 11 49 46	24 12 08 11	20 12 27 46	15 12 47 40
16.	F. Elliot, Wilmington	10	10 11 22 53	8 11 41 52	5 12 00 41	11 12 21 15	16 12 48 19
17.	H. J. Hall, Jr., K. C. W.	34	11 32 51	30 11 50 50	27 12 09 59	22 12 29 13	17 12 48 53
18.	E. P. Baggot, N. J. A. C.	33	11 32 51	31 11 50 56	26 12 09 59	21 12 29 13	18 12 48 56
19.	S. W. Merrihew, Wilmington	4	25 11 28 33	25 11 47 58	22 12 08 03	23 12 29 28	19 12 51 54
20.	E. Van Wagoner, Newport, R. I.	10	9 11 22 53	12 11 42 38	14 12 02 44	19 12 26 59	20 12 52 52
21.	Z. Lofland, Wilmington	10	17 11 24 48	22 11 46 54	23 12 08 07	24 12 29 54	21 12 53 03
22.	J. L. Robertson, H. C. W.	10	27 11 28 36	33 11 51 26	30 12 11 34	26 12 30 10	22 12 53 09
23.	F. W. Lincoln, M. W. C.	10	21 11 23 35	1 11 46 40	25 12 09 03	27 12 30 07	23 No time.
24.	E. Dauchy, W. W. C.	13	1 11 19 33	1 11 38 37	1 11 57 38	1 12 18 20	24 Stopped.
25.	P. H. Matthews, B. B. C.	15	2 11 19 37	3 11 40 08	13 12 02 08	18 12 25 33	25 Stopped.
26.	H. Quortropp, O. C. W.	13	5 11 21 07	5 11 41 37	12 12 06 49	25 12 30 14	26 Stopped.
27.	W. W. Taxis, Philadelphia	7	18 11 25 04	13 11 43 33	12 12 05 07	28 12 33 20	27 Stopped.
28.	G. M. Gregg, Wilmington	10	15 11 23 49	16 11 43 35	19 12 05 45	29 Stopped.	28 Stopped.
29.	G. M. Nisbett, N. Y. B. C.	4	29 11 29 39	29 11 50 23	28 12 10 41	.. Stopped.	29 Stopped.
30.	W. Van Wagoner, Newport, R. I.	2	30 11 31 04	28 11 49 51	31 12 13 41	.. Stopped.	30 Stopped.
31.	J. H. Mellor, P. H.	7	2 11 19 34	20 11 45 20	29 12 10 56	30 Stopped.	31 Stopped.
32.	F. Gubelman, H. N. J. A. C.	15	7 11 21 54	26 11 48 33	Stopped.	.. Stopped.	32 Stopped.
33.	W. J. Wilhelm, Reading	33	11 32 51	32 11 50 56	Stopped.	.. Stopped.	33 Stopped.
34.	J. W. Bate, P. H.	15	6 11 21 28	Stopped.	.. Stopped.	.. Stopped.	34 Stopped.

## TABLE OF NET TIMES.

	5 Miles.	10 Miles.	15 Miles.	20 Miles.	25 Miles.
1. Bensinger	17 32	35 34	55 01	1 12 44	1 31 43
2. C. Murphy	17 30	35 33	54 03	1 12 30	1 31 49
3. W. Murphy	17 19	34 55	53 41	1 12 13	1 32 13
4. Hesse	17 26	35 45	53 56	1 12 40	1 32 47
5. T. Hall	17 49	36 02	54 50	1 13 33	1 33 04
6. Class	17 15	35 52	54 40	1 13 13	1 33 38
7. H. J. Hall	17 51	35 50	54 59	1 14 13	1 33 53
8. Baggot	17 51	35 56	54 59	1 14 13	1 33 56
9. Coningsby	17 48	36 37	55 27	1 14 33	1 33 57
10. Dampman	18 04	36 46	55 11	1 14 46	1 34 40
11. Borland	17 15	35 52	54 54	1 14 32	1 34 51
12. McDaniels	17 33	36 55	54 18	1 13 39	1 36 07
13. C. Elliott	17 53	37 08	56 20	1 16 04	1 36 17
14. Steves	18 02	36 52	56 22	1 16 25	1 36 17
15. Miller	18 35	38 06	58 06	1 17 14	1 36 44
16. Putney	18 35	38 15	59 03	1 18 40	1 37 13
17. Merrihew	17 33	36 58	57 03	1 18 28	1 40 04
18. Waters	17 15	36 50	58 49	1 19 21	1 40 54
19. F. Elliot	17 53	36 52	55 41	1 16 15	1 41 39
20. E. Van Wagoner	17 53	37 38	57 44	1 21 59	1 43 53
21. Lofland	19 48	41 54	63 07	1 24 54	1 47 52
22. Robertson	23 36	46 26	66 34	1 27 10	1 48 03
23. Lincoln	20 35	41 40	64 03	1 28 07	1 48 09
24. Dauchy	17 33	36 37	55 38	1 16 20	—
25. Matthews	19 34	40 08	62 08	1 25 33	—
26. Quortropp	19 07	39 37	64 49	1 28 14	—
27. Taxis	17 04	35 33	54 07	1 15 20	—
28. Gregg	18 49	38 35	60 45	—	—
29. Nisbett	18 39	39 23	59 41	—	—
30. W. Van Wagoner	18 04	36 51	65 41	—	—
31. Mellor	21 54	45 20	70 56	—	—
32. Gubelman	22 38	42 33	—	—	—
33. Wilhelm	17 51	35 56	—	—	—
34. Bate	21 28	—	—	—	—

batch was started until all were gone; then came a transformation. You all know Marion of the Kings County Wheelmen. He is short and stocky, looks as if he might hit hard, don't talk much, means what he says. Marion was armed with a golden badge, legended "Marshal," and a large club. The badge attracted one; the club repelled; a sort of a positive and negative movement, you see. Up and down the course he flew and before him the crowd fell away, even as the pancake disappears from the boarding-school breakfast table. He was ably assisted by his aides and the course was kept in splendid condition. His chief assistant was Mr. Miles, of the K. C. W., a tall youth with auburn hair. We kept a record of how many times he took a judge or a scorer by the nape of the neck and fired him back into the crowd.

For two hours the men kept passing and re-passing, the crowd being kept at fever heat. At an early stage of the game Dauchy loomed up as favorite, but later on the house of Murphy asserted itself and William, of that ilk, was picked out as a winner, so strong was he riding. The scratch men were rather disappointing to the crowd, who could not understand why they did not run down the men as wheat falls before the scythe-wielder. Fact was, they were sadly out of condition and nowhere near their best form. As the men rushed in they were heartily cheered. Not a soul knew, until the official record was announced, that John Bensinger, K. C. W., had made the fastest time of the day, and that "Charl" Murphy was but six seconds behind him.

The table given above contains all details of the race as to positions and times at the important stages of the race.

The fastest five miles was ridden by Taxis, 17.04. Three other men rode the first five miles in 17.15.

The fastest ten miles were ridden by W. Murphy, 34.55, and the fastest fifteen miles are credited to W. Murphy, 53.41.

Robertson started 5 minutes 20 seconds behind his time. Deduct this from his net time, and he would have 19th position. He would have occupied 17th instead of 22d position at the finish.

TITNAM.

## PULLMAN ROAD HANDICAP, MAY 30.

(Telegram to THE WHEEL.)

It rained hard to-day in Chicago, and the course was simply horrible. Out of 123 entries but 68 starters faced the mud and rain. The nine men lucky enough to win prizes finished in the following order:

1. L. Bodach, Illinois C. C., 11m. handicap. Time, 1h. 13s.
2. F. L. Dale, Illinois C. C., 10m. 30s. handicap. Time, 1h. 1m. 58s.
3. Geo. H. Pratt, Lincoln C. C., 11m. handicap. Time, 1h. 3m. 17.
4. H. W. Harland, Lincoln C. C., 12m. handicap. Time, 1h. 4m. 28s.
5. W. P. Hassard, Englewood, 11m. 45s. handicap. Time, 1h. 5m. 58s.
6. J. Guthrie, Alpha C. C., 7m. handicap. Time, 1h. 2m. 33s.
7. O. Wimmerstedt, Lincoln C. C., 4m. handicap. Time, 1h. 3m. 30s.
8. Frank Raabe, Eolus C. C., 10m. 30s. handicap. Time, 1h. 5m. 36s.
9. Geo. W. Skeer, Illinois C. C., 11m. 30s. handicap. Time, 1h. 5m. 36s.

A. E. Lumsden, Chicago Scratch, wins the time medal in 56m. 48s., good enough for a rainy day and wet track. Prizes given in this race aggregated over \$1,000 in value, and included choice of Light Roadster Safeties or



Ordinaries from these houses: Henry Graham Gun Co. (New Mail); Spalding Bros. (Victor); Western Arms Co. (New Rapid); Pope Manufacturing Co. (Columbia); Chas. F. Stokes (Springfield Roadster). Other houses gave fine gold medals, among whom were Gormully and Jeffery and John Wilkinson Co., while still others contributed sundries. With good weather to help, the present record would have materially lowered.

### FIXTURES.

- June 1, 1889.—Manhattan Athletic Club 1½-mile Handicap. Entries closed 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 9, 1889.—Cyclists' Union Meet at Clarksville, Mo.
- 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.
- June 29, 1889.—Handicap Road Race of Milwaukee Wheelmen, over Wauwatesa course. Entries close June 24.
- July 1, 2, 1889.—C. W. A. Annual Meet at St. Catharines, Ontario.
- 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.
- October 23-29, 1889.—Race Meet at Macon, Ga.

### EUROPEAN CYCLING FIXTURES.

Austro-Hungary.—Graz, 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, September 8. Hamburg.—Altona, September 22; Bochum, 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.

### RACES AT WOODSTOCK, CANADA.

As befitted the day, the Queen's Birthday was favored with good weather at Woodstock, and that pretty city crowded with visitors. All available bunting was spread, and the local press explain that if decorations of an elaborate character were wanting, it was due to a lack of bunting.

The Woodstock Minstrel Company paraded at 10:30 A. M., headed by the St. Thomas Band. Base ball matches filled in the remaining part of the forenoon.

At 1:30 P. M. the parade was formed, numbering about 180, with representatives from the Forest City, Toronto, Woodstock, St. Catharines, Brantford and other clubs. Among the Forest City representatives were seven ladies on safeties and tricycles. In competition for the club prize the Torontos won, having thirty-one in line, but the audience thought the London club, with only twenty-eight members, better entitled to it. Following is a summary of races and winners:

**TWO-MILE BICYCLE, NOVICE.**—A. F. Edwards, Woodstock, 1st; E. W. Walbourn, Woodstock,

2d. Time, 7m. 43 2-5s. The last quarter was made in 43s., good against a high wind.

**ONE-MILE BICYCLE, OPEN.**—E. O. Rassicoe, Woodstock, 1st; Campbell, of Niagara Falls, 2d. Time, 2m. 59s. Rassicoe took the lead and was never headed, being 20 yards ahead of Campbell at the finish. The first quarter was made in 49s., the half in 1m. 36s.

**HALF-MILE HANDICAP, OPEN.**—Rassicoe again won in 1m. 22 4-5s., with a lead of fifteen yards. McCune, of Boston, came second, with Campbell third. This race was very close from start to finish, and at the last quarter it was thought to be Campbell's race. Both Campbell and Rassicoe were at scratch, and it is plain the others were not placed far enough ahead.

**ONE-MILE HANDICAP.**—Six entries started in this race, and Rassicoe again captured first prize in 2m. 54 3-5s., leading Carman, of Toronto, by twenty yards. The handicapping seems to have been poor in this race also.

**TWO-MILE COUNTY CHAMPIONSHIP.**—This had but two entries, and was easily won by E. W. Walbourn, of Woodstock, in 7m. 10s.

**HALF-MILE HANDICAP, SECOND HEAT.**—Rassicoe won as he liked in 1m. 27 2-5s., with Carman his only competitor.

**FIVE-MILE HANDICAP.**—Rassicoe's lucky star seems to have been in the ascendant, for this race was also his, in 15m. 53 4-5s., with a lead of seventy-five yards.

In all handicap races the scratch men seem to have been wrongly placed. Carman, 150 yards, came in second, and at the thirteenth lap was well in the lead.

**ONE-MILE SAFETY.**—McCune took this in 3m. 4 2-5s., with Doll, of London, second and Carman third.

Both McCune and Carman rode Springfield racers, and Doll an Extraordinary Challenge. McCune had an easy victory, with seventy-five yards lead.

**ONE-MILE CONSOLATION.**—Iven of Rochester, N. Y., who is said to have ridden a wheel two inches too large for him, won with thirty yards lead. Time not given.

Various athletic events were interspersed among the bicycle races, to give the wheelmen a chance to recover themselves. The Woodstock A. A. cannot at the most clear over \$250, and stood a good show in the event of unfavorable weather of losing over \$1,000. Prizes given were more valuable than any yet offered this side of the line.

Rassicoe would seem to be the best man in all Canada, barring Foster, and the only man that can push him to his utmost is Windle. We hope to see the two meet before long. Rassicoe is only twenty years old, and has been riding but two years. Of quiet and unassuming manners, dark eyes and hair, he is popular with all who know him. He is in good training, and in the Woodstock races won two watches, a diamond ring, and a photographic outfit.

### FOREIGN RACING MATTERS AND FACTS OF INTEREST.

We fancy our safety men are inclined to run to extremes in the matter of gearing and crank-length. How often do we see a short-legged competitor laboring along on a fairly fast track with 7-inch cranks and 60-inch gear, doing something over 3:20 to the mile. Surely, when ordinary racers here can get under 3 minutes on 56 and 57 inch wheels, with 5 or 5½ inch cranks, there must be something a-tray with this gaping after the 2:8 pace of our English riders. High gears and long cranks won't make a man a flyer if he is not suited to them. We know a few who have lowered the one or shortened the other with beneficial results.—*Scottish Cyclist.*

At the Glasgow University sports May 11, the one-mile handicap was won by A. J. Young, 95 yds., in 2m. 56 1-5s., good time on a wet track. R. A. Vogt, scratch, won the three-mile handicap in 9m. 32 1-5s. This race had seven starters, four falling out before the finish. Vogt led by 10 yds. in winning, with Torrance second, and Young a close third. In the two-mile safety handicap, J. E. Young, 25 yds., won in 6m. 17s. Four men fell among eleven starters, evidencing the uncertainty in steering safeties at a high rate of speed.

The Perth Amateurs also held a race-meeting on May 11, with favorable weather and good attendance, but time made was slow. In the one-mile handicap, run in four heats, the best time made was the final mile in 3m. 1 1-5s., by M. Bruce, of Edinburgh. The final heat of the one-mile roadster safety handicap was also the best, D. McArthur, of Perth, winning in 3m. 4 3-5s. C. Elsworth, with 50 yds. handicap, won the two-mile safety in 6m. 26 4-5s., with twenty yards lead at the finish. Bruce, who would seem to be a "coming man," also won the three-mile bicycle handicap, by fifteen yards lead, in time of 9m. 33 1-5s. Bruce started from scratch, with eight ahead, handicaps varying from 100 to 240 yds. Good things may be looked for this season from both Vogt and Bruce.

The Whitsuntide tournament, inaugurated by *Sport and Play*, which takes place June 10 and 11, sees the opening of

the new cycling track at Ashton, Eng. This track is a four-lap, straightaway, 110 yds each, curved ends each exactly the same curve, and banked all round to no less than four feet. It is largely modeled on the Coventry track, and predicted to be one of the fastest in the Kingdom.

Rain from one end to the other of the races at Leyton, Eng., May 11, had a most discouraging effect on times made, such speed as 4m. 3 5-8s. and 4m. 8 1-5s. in the novice's one-mile handicap and one-mile safety handicap, being common things. Entries for the one-mile novice's handicap (mixed classes of machines), numbered 110 (!)—liable to be record for some time to come—but of these 110 forty decided the weather and wet track were too much for them. Safeties were in the background, the ordinary proving the superior in such a slushy state. The amateur champion of Holland, Scheltema Bevrin, made his appearance, but had no show against Osmond, who won in 3m. 47 3-5s. In spite of the weather some 2,000 spectators turned out, and the meeting is claimed not to be a financial loss. Keen was to have ridden an exhibition mile but declined to start.

Fred Lees and Harry Roberts are riding a tandem safety bicycle geared up to 72, weighing 33 lbs. This wheel is turned out by Humber & Co., and is well spoken of by the riders.

Verdicts respectively of £16 and £13, have been given in favor of cyclists against a bus driver and the owner of a runaway horse. In both cases the machines were total wrecks, but the riders escaped with slight injuries.

Harrington & Co., whose name is familiar to all cyclists through connection with their cradle springs and combination saddles, have disposed of the entire business to W. Middlemore, of Birmingham, Eng., an extensive maker of saddles of various kinds. Mr. Middlemore is to carry on the manufacture at the present place of business, Mr. Harrington devoting his whole time to the patent tuque chime business.

### RACES AT OTTAWA, CANADA.

Two thousand people witnessed the bicycle races on the Metropolitan Athletic grounds, Ottawa, May 24th. The track was in fine condition. Results:

**ONE MILE (Green Club)**—H. W. Skinner, 1, time 3:32; H. F. Hardy, 2; W. Parr, 3.

**ONE MILE (district championship)**—W. H. Sproule, 1, time 3:30 1-8; D. F. Blythe, 2.

**ONE MILE (open)**—J. H. Robertson, Montreal, 1, time 3:15 3-5; F. J. Whatmough, Toronto, 2.

**TWO MILE HANDICAP (club)**—H. F. Hardy, 1, time 7:02 4-5; W. Parr, 2.

**HALF-MILE (without hands)**—M. F. Johnson, 1, time 1:44 4-5; T. Hawey, St. Jerome, 2.

**ONE MILE.**—W. H. C. Mussen, Montreal, 1, time 3:21 3-5; F. D. Scott, Montreal, 2.

**FIVE MILE OPEN (bicycle)**—J. H. Robertson, Montreal, 1, time 18 54 1-5; Gerry, Toronto, 2.

**ONE MILE HANDICAP**—G. Morgan, Ottawa, 1, time 3:18 1-5; R. Penistone (Wanderers), Toronto, 2.

**TWO MILE LAP RACE (open)**—Scott, Montreal, 1, time 7:25; Gerry (Wanderers), Toronto, 2.

**THREE MILE HANDICAP (road machine)**—W. H. C. Mussen, Montreal, 1, time 10:23; H. F. Hardy, Ottawa, 2.

**HALF-MILE HURDLE (bicycle) open**—W. Odell, Ottawa, 1; F. S. King, Ottawa, 2.

Two mile bicycle race at N. Y. State Intercollegiate A. A. May 18: H. D. Kittenger, H., first, in 7m. 37s.; C. W. Hills, U., second, by ten feet.

Eight members of the Hope Bicycle Club were entered in a five hours' race at the London Theatre, Pittsburgh, Pa., May 25. Score: Snodgrass, 25 miles 14 laps; Lawton, 28.1; Bahl, 18.1.

Two mile bicycle race at Staten Island A. C.'s games May 18: F. G. Brown, New Jersey A. C., 155 yards start, first, in 5m. 46 2-5s.; S. B. Bowman, New Jersey A. C., 160 yards, second; D. Oakes, Bloomfield Cyclers, 225 yards, third.

The Queens Bicycle Club 1-mile championship came off May 30 at Queens, L. I., resulting as follows: Geo. Boyce, first; R. A. Kissam, second; Len. R. Roughty, Jr., third. Time made, 3m. 45s. A heavy headwind accounts for the slow time made. Real racing did not commence till the last lap.

Five men started in the annual 5-mile road race of the Indianapolis Bicycle Club, held on May 26, on the old National road, near Greenfield. Edward Eads looked like a winner a mile from the finish, but a severe header put him out of the race, which was won by Charles McKeen in 17m. 20s.; Arthur Johns second, in 17m. 32s., with Charles Vantilburgh a close third.

### ONE AND A HALF-MILE M. A. C. HANDICAP.

To be decided Saturday, June 1st, at the M. A. C. games: Brown, Schoefer, scratch; Bowman, 15; Schumacher, 25; Steves, 30; R. L. Jones, 45; Rollins, 50; Marshall, H. L. Powers, Wieners and W. F. and C. Murphy, 60; Class, 70; Hinds, 80; Worden, 80; Burgess, 80; Pelin, 80; Quortropp, 80; Sanford, 90; Findlay, 90; Bensinger, 85; Hanson, 65.

### TWO MILE INTERCOLLEGIATE CHAMPIONSHIP.

This event was decided at Berkeley Oval last Saturday: 2-mile bicycle race: first round—first two in each heat to ride in final.—First—H. Davis, '01, H., 6m. 4-5s; F. A. Clark, '01, S., Y., a wheel; E. Bailey, '01, H., 3, by 2 feet; A. F. Koomte, '01, S., Y., 0; F. A. Delabarre, '00, A., 0. Davis and Bailey rode safety machines, in violation of the rules of the League of American Wheelmen, and were protested by all the other competitors, but under the Intercollegiate rules they could not be debarred. Second heat, W. B. Greenleaf, '02, H., 6m. 14 1-5s.; W. W. Wear, '00, S., Y., 2; C. B. Keen, '89, U. of P., 0; H. V. Register, '02, U. of P., 0; F. Gubelman, '89, Stevens Institute, 0. Final U. of P., at first turn of third lap Davis, riding wide, ran into Clark's wheel, knocking out several spokes and upsetting the rider. Continuing, Davis finished first, Greenleaf second, and Wear third. Davis was disqualified. Clark ordered to awarded third place, and Greenleaf and Clark were ridden again May 27, at 3 P. M. This second trial was ridden in a rain storm, on a muddy path, and Clark, trailing until the last lap, won easily by 20 yards, in 6m. 48 2-5s., as many had foretold from a study of the trial heats, in which Clark rode 13 2-5s. faster than Greenleaf.



## LEAGUE MEET RACES AT HAGERS-TOWN, MD., JULY 4, 1889.

To racing men in particular the tenth annual meet will prove interesting. The three principal L. A. W. national championships have been located here and the winners of these races can deservedly feel proud of holding League championships. From the present indications the victors will earn their spoils.

The track is elliptical in shape with easy turns and very fast.

There will be handsome gold prizes for all firsts and valuable second prizes, except in the team race; for this the prize will be a fine silk banner. Send in your entries early as possible and save the committee a rush of work for the few last days.

Mr. W. J. Corcoran, a trainer comparatively new to New York wheelmen, but with experience, that best of recommendations, will be disengaged after May 30. At present Mr. Corcoran has charge of the Yale racing men, and in the space of six weeks has brought F. A. Clark rapidly to the front. Among riders that Mr. C. has had charge of are the following amateurs: Fred Foster, of Toronto, amateur Canadian Champion, '86, '87 and '88; Howard Hart, of New Britain, Conn., prominent in '86 and '87; A. B. Rich, who needs no introduction to New Yorkers; E. O. Roscoe, novice of Woodstock, Canada, who won three out of the four races he entered in, and H. B. Arnold, of New Britain, Conn., with a record of nine races out of a possible fourteen.

Since penning our editorial on the break of the Racing Rules which occurred at the intercollegiate races, we have reason to believe that the following men will be temporarily suspended from the path: R. S. Davis, Harvard; F. A. Clark, Yale; E. Bailey, Harvard; A. F. Koomtze, Yale; F. A. Delabarre, Amherst; W. B. Greenleaf, Harvard; W. W. Weare, Yale; C. B. Keen, Univ. of Pa.; H. V. Register, Univ. of Pa.; F. Gubelman, Stevens Institute. Davis and Bailey rode safeties.

The one-mile bicycle race at the spring meeting of the Wm. Penn Charter School A. A., last Saturday, was won by Woolman in 3m. 18 1/2-ss., breaking the former school record. There were four entries, Logan coming in second.

F. A. Delabarre, of Amherst, took the two-mile bicycle race in the time of 7m. 33 3/5-ss. at the games of N. E. Intercollegiate A. A. May 23, at Worcester, Mass. Harriman, of Worcester, came in second.

## THE SAFETY BICYCLE.

"Talk about fads," said a well-posted man-about town yesterday, "but the craze for safety bicycles beats them all. So long as 'biking' was solely a masculine privilege its popularity was limited, but now that it has become possible for women to take a skim on a two-wheeled machine and sit astride just like a man there is a pell-mell rush for bicycles being made by young ladies. This makes victims of a horde of young men, who are forced to become 'bikers' or lose their girls. I tell you the mania promises to infect society through and through and to bankrupt whole lots of fond papas and low-salaried clerks. From a close observation of women I have come to the conclusion that whenever they see an opportunity of taking up in strict propriety some particularly mannish sport or habit they are mighty glad to do it. I haven't a doubt that dead loads of women have had a consuming desire to ride one of the big wheels, but, of course, they couldn't do this and wear skirts, and, as propriety forbade them donning pantaloons, they had to snub this yearning. Now, however, the difficulty is obviated. Some genius invented a new kind of 'bike,' which is not only suitable for a woman to ride, attired in an ordinary street dress, but which the majority of men prefer also. And there you have it. The boulevards of evenings are plentifully used by young couples on their bicycles and it looks very nice to see a young man and his best girl spinning along side by side. The girls seem to take an almost wild delight in it and now and then a strong-limbed young woman will run away from her escort. The safety 'bike' opens up a field to women for healthful exercise and enjoyment as necessary as it has been long delayed. A funny thing about this style of bicycle is that though there are half a dozen different firms manufacturing it, they have formed a pool right at the start off, destroyed competition, and put the prices about \$40 higher on each machine than they have any license to do."—*Chicago Mail.*

## THE PENN'S HOUSE WARMING.

The Penn Wheelmen had a royal time at their house warming in the Hagenman building, Court St., Phila., the other evening. The elegantly furnished apartments, redolent with perfume of flowers; the banqueting table loaded with tempting viands; the animated conversations of wheelmen and their lady guests; and the Germania Orchestra's music, all combined to make the evening one to be remembered. About thirty ladies of Philadelphia were present, besides the Reading Bicycle Club and their allies. The club now numbers thirty-six, and prospects for a rapid increase in membership are good. Present officers are as follows: President, Frank N. Wanner; Recording Secretary, Irvin T. Reiter; Financial Secretary, Frank James.

## BICYCLING BOOMING IN WACO, TEXAS.

The Waco Cyclers will hold a meeting this week. Will some bicycle club be kind enough to send the Waco Cyclers a copy of their constitution and by-laws. J. C. Stephenson has sent orders for fifteen wheels. They are expected this week. The club will start out with twenty wheels on the road. Waco has the largest bicycle club in the State. Chas. R. Turner is the pluckiest beginner we have, only fifty headers last week. Lewis Crow and Arthur King ride sixty inch wheels. W. Parker is the finest bicycle rider in the South. He was a pupil of Prince Wells. T. N. Parker will be the winner at the Dallas races this fall. "VERNON," in *Spirit of the South*, May 19, 1889.

## CHICAGO LETTER.

### RULINGS OF THE JUDGE.

I have never witnessed quite so much excitement over the wheel in this city as that which has surrounded us on all sides during the past month. Chicago itself affords glorious facilities for cycling, her boulevards and parks, bordering as they do the beautiful city, render it almost a paradise to the wheelman. One can start in the morning and ride straightaway for forty miles over the most delightful sand-papered roads and through the parks. Just think of it, forty miles and always in sight of the city! Is it any wonder that Chicago dealers have experienced the most marvelous demand for wheels? I remember the time in this city when cycling was indulged in by but a few, and all this in the latter part of the '70's, when cycling was considered by nearly everybody a sport which should be relegated to small boys, and imagined in the clouded condition of their minds that a ride on a wheel was as much out of place for a young man as would be a game of marbles in some back alley.

The safety bicycle in this city has developed an altogether different class of riders from that of the ordinary. Some of Chicago's most respected business men use the wheel as a mode of conveyance for themselves between their homes and places of business. It is nothing unusual to see a stout, pompous gentleman rushing down the road mounted upon his Volante safety, and bowing right and left to the wheelmen he meets. This individual can sign his check for over a million dollars. I might mention the names of a great many gentlemen over fifty years of age who are the most ardent and enthusiastic devotees of the wheel. Surely, with such indorsement as this, it can hardly be wondered that the dealers of this city have experienced so much difficulty in getting from the manufacturers enough wheels to meet the demand.

The Chicago Cycling Exhibit and Tournament, held during the middle part of this month in the great Exposition Building, has also served to boom an already well-boomed sport, and now, as I write, I hear nothing from the boys but "Pullman Handicap Road Race." The Pullman road race of '87 and that of '88 were gigantic affairs, and provoked the amazement of the entire country by their magnitude. The race of '89 will unquestionably be the greatest road race ever run in this country. A great deal of credit is due to Mr. R. D. Garden for the excellent judgment exercised in completing arrangements for this event. Over one hundred and thirty of Chicago's fleetest wheelmen have entered, and over one hundred will undoubtedly start.

The course is between fourteen and fifteen miles in length, and if the day is fine the winner will have to ride it in less than fifty-four minutes. The racers will leave the front of the Leland Hotel, which is situated at the north end of Michigan Boulevard, and will run directly south over Grand Boulevard, through South Park and over the famous Stony Island Road, over the far-famed, heavy-hearted sand hill into that beautiful little hamlet that George built, finishing directly in front of Hotel Florence.

The race will undoubtedly be won by some dark horse. Heaven only knows how many there are among the starters. A special train has been chartered that will carry the hundreds, possibly thousands, of spectators from the starting point directly to the finish, and, providing no accidents occur to stop the train, those who go on it can see both the start and arrive in Pullman in good time to see the finish.

The prizes offered amount in number to nearly 20, and in value over \$1,000, consisting of high grade bicycles, watches and various other little nick-nacks. Will wire you the names of the first 10 men in, giving you at the same time the exact time made by each man.

Considerable comment has been excited by the failure of the Western Arms and Cartridge Company. This concern, during the first part of the year, opened a bicycle department and placed the festive Tom Roe at its head. Thomas turned out to be a pretty good manager, and I, for one, am inclined to think that if every department had proved as profitable as Tom's, the concern would not have been closed by a relentless, stony-hearted Sheriff. I understand that poor Temple, Heaven soothe his heart, seeing an opportunity, as he thought, for a good investment, invested a few thousand dollars of his hard earned currency in the purchase of a few shares of stock in this concern. Positively Ralph would have done better had he remained in Galesburg and embarked in the hat business there, although slower, it would certainly have been surer.

The Chicago boys were considerably put out by the failure to run the Stone-Lumsden Race last Saturday in St. Louis. I am told, however, by one who was there that the track was in a beastly condition, and, to use my friend's own words, it was nothing more or less than a 10-acre lot with a little of the turf pulled off rendering it impossible to ride over it, especially as the rain of the day before made it soft and muddy. I am surprised that a city like St. Louis should have such poor accommodations for racing. It has been concluded to postpone the race for one week; Lumsden, in the meantime, has returned to Chicago and will ride in the great Decoration Day Pullman Road Race.

The Chicago boys had quite a gay time last Monday evening. Owing to Pres. Skinkie's removal from the city his resignation was accepted, and the popular Will Thorn unanimously elected for the office. I was somewhat surprised to hear that Seig resigned the Secretaryship, but then Seig is in the bicycle business and seems to think that he has not sufficient time to devote to the club. A. G. Wainwright has been elected to fill his vacant chair. Thos. Roe got the fever and resigned the Captaincy, and old war-horse Van Sicken was elected to fill that office. For such a steady old club as this I was greatly surprised at all these resignations, but understand it is simply a coincidence that the 3 most important offices should be vacated the same evening.

My writings are not strange to the readers of THE WHEEL, although, for reasons best known to myself, I shall have to introduce myself by a new name. I trust that my notes, which, by the way, I shall endeavor to make as interesting as possible will afford my readers as much pleasure in reading as they do me to write them.

Chicago, May 29th, 1889.

THE JUDGE.

The party of American cyclists who went to Europe with Mr. Elwell, of Maine, arrived at Queenstown, Ireland, May 27, on the steamer Cephalonia, from Boston. Delegates from different Irish clubs met them in the harbor and tendered them a hearty Celtic welcome, afterward escorting them to Cork, where they were to be banqueted. Thence they are to go to Youghal, where they are to board the Duke of Devonshire's steam launch and be taken to Blackwater, also visiting Mount Melleray. They will ride to Dungarvan, Waterford and other places of interest, arriving in Dublin on Saturday, where they are to be feasted at the Shelburne Hotel, leaving the following day for England.

## TACOMA, WASHINGTON TERRITORY.

This morning ten of the boys start for Victoria, B. C., on the five o'clock boat and expect to remain in that quiet old city until Saturday evening. The Secretary of the Victoria Club sent us a very cordial invitation and assured us of a most enjoyable time. The celebration of the Queen's birthday is the Britishers' "Fourth of July." The Tacoma and Seattle boys are to be represented in the parade and also in the races, and I think Tacoma will hold her own. At present we do not know the exact order of the programme, but a knowledge of the hospitality shown to all visitors to Victoria is sufficient guarantee that we will return amply repaid. The following compose the Tacoma contingent: Messrs. Karl Thompson, E. S. Barlow, Hays, Weiler, McCoy, Clarke, Manning, Benj. Thompson, H. Huggins, Prince Wells, S. E. Rainey and Bast.

We are pleased to announce the arrival of Mr. Reynolds and wheel, and happy to know he intends locating permanently in Tacoma. The wheelmen of Washington, D. C., lost a good man when Mr. Reynolds left that city for the new State.

At last Culver is satisfied that life is worth living. His fair protegee has finally gained complete mastery over the safety and now rides like a fairy. I overheard a remark of one lady to another, as Miss Metzler passed, to the effect that she had no idea a lady could ride a bicycle so gracefully. Tacoma will soon be able to boast of at least half a dozen lady riders.

Since the road race many opinions have been expressed regarding the final spurt, and it has been said that Karl Thompson slipped his pedal purposely so Halsted could win. It is a fact that Halsted coached Thompson throughout the twenty miles, or, rather, within 1 1/2 miles of the finish, and Halsted claims that at that point Thompson was to ride his own race and use his own judgment. Many of the boys think that the latter could have outspurred Halsted, and naturally they want to witness a fair trial of speed between these two riders. We now look forward to some interesting developments.

Ben Thompson is seen riding his father's safety each afternoon and has "caught on" in great shape. Will Ben soon get a lady's safety of his own?

Tacoma is built upon the side of a hill, and at first sight a wheelman thinks a bicycle useless for riding around the city. Although the streets from the water front to the top of the hill are almost insurmountable, nevertheless we are favored with two "diagonal" streets on which we can ride from the bottom and by an easy grade reach the top of the hill, either end of the town, so that it will be seen we can ride from any part of the city to another without a dismount and without tugging up grades of one foot in four.

Ed. McCoy has invited the cyclists of Tacoma to go with him to his ranch next Sunday and help pick strawberries. This means a hearty luncheon of strawberries and cream, a picnic that all the boys enjoy.

Rainey, McCoy, and others of racing propensities, will soon begin to practice for the Fourth of July race. The programme will include 1/4-mile and 1/2-mile dashes, 1, 3 and 5 mile races, one of which will probably be a handicap. If the road is in good condition Prince Wells will try to lower the 10-mile unicycle record, which now stands at 59m. and some odd seconds.

We are all watching with interest the accounts relative to the great 25-mile road race to take place on the Irvington-Milburn course, 30th inst. Halsted, who knows many of those who have signified their intentions to compete, eagerly scans each issue of THE WHEEL and tells us it will be a grand sight at the finish.

Prince Wells gave the Victoria people an exhibition of his fancy riding on the 24th and surely opened the eyes of some of the Britishers.

SNOHOMISH.

May 25, 1889.

## ST. LOUIS.

As I wrote you in my last letter, the races announced for Saturday were postponed until Monday on account of rain. On Sunday night the rain fell in torrents; the storm seemed to concentrate right over the track, and on Monday morning it was a sea of mud. Every one who saw it up to 11 o'clock in the morning agreed that no racing could be done on it that day, and postponement was again resorted to. By 2 o'clock, however, it began to look as if the track would be all right in an hour or two, and it was decided to go ahead with the programme. In the meantime, Lumsden, supposing that the races were off, had made other arrangements for the afternoon and could not be found. Not wishing to disappoint the crowd that had gathered the other events were run off, and the Stone-Lumsden race postponed until June 5.

The half-mile scratch and the one-mile and two-mile handicaps were won very handsily by Frank Mehlig. Alex. Lewis captured the mile novice, and Ed Cunningham won the one-mile handicap for rear-driving safeties, starting from the seventy-five yard mark. The races were all closely contested and the crowd was enthusiastic. Being a clay track it suffers from wet weather, but it dries rapidly and two hours sunshine is sufficient to put it in good shape. Had we known this on Monday the Lumsden-Stone affair might have been decided and much disappointment averted. It will surely be run off next Wednesday, and I will wire you the result.

Bob Garden was here from Saturday morning until Monday night, and made hosts of friends. He will always find a hearty welcome awaiting him whenever he chooses to visit us; likewise Mr. Livingston who accompanied him. The big crowd that was coming down loaded with stuff to bet on their favorite, failed to materialize, and the gallons of strawberries and cream prepared for their delectation at Ballwin had to be otherwise disposed of, i. e., thrown away.

The annual meeting of the Missouri Division will be held at Sedalia, July 3 and 4. The arrangements are in the hands of Consul Joe H. Kelly and the Sedalia cyclers. I have seen no announcement of the programme as yet, but it will no doubt be forthcoming in a few days. At any rate Mr. Kelly and his associates can be depended on to furnish something attractive.

On Tuesday President W. G. Sherk, of the Buffalo Zigs, met with a rather severe accident on Richmond Avenue, and is now in bed suffering from the effects of the fall—which are somewhat serious.



Wheelmen should not forget the division meet at Danville, Ky., on June 10th. The Louisville cyclists will leave on the morning of the 8th and wheel to Bardstown that day, thence to Danville via Lebanon, Mitchellsburg and Parksville. This route is over the best roads in the State and through a pretty country. The division tour will be on Tuesday, the 11th, to Crab Orchard Springs, Ky.

Miss Hilda Kempton, who is in her tenth year and rides a 22-inch safety bicycle, accompanied the C. B. C. on their run to Delhi, Ky., on the first Sunday in May. The round trip was twenty-two miles, and two-thirds the distance was ridden on narrow and tortuous side-paths. Those who saw Miss Hilda leading the procession were so surprised that they regarded her with silent and open-mouthed wonder. She did not seem to feel the effects of the ride at all.

A number of ladies have signified their intention of participating in the union run of the Lynn, Mass., Cycle Club to Humphrey's Pond, Lynnfield, Sunday, June 2d., where a bountiful lunch is to be served. The hour for starting from the club room has been changed from 9 to 10 o'clock A. M., the ladies to wheel into line in Market Square, West Lynn. It should be remembered that all wheelmen in the city are invited. Any balance remaining after the caterer's bill is paid will be devoted to reducing the cost of the next run of a similar kind.

It seems that the Seventh Street Bridge Company, of Pittsburgh, had much to do in causing several important clauses in the Pennsylvania Wheelmen's Liberty Bill to be stricken out. This news, but 'tis none the less true, and had the local cyclists paid attention to the bill it would undoubtedly have gone through entire. Mr. C. W. Robinson, a local member of the recent legislature, is authority for the statement that the bill was not pushed at all by the Philadelphia members, and had there been any interest shown it would have passed without much debate. As it was, the bridge company interested itself enough to have the clause, which gave wheelmen the right to ride across their bridge, stricken out. The end is not yet, however, and if the officials refuse to permit wheelmen the same rights as vehicles, it is probable that a test suit will be the result. Hugh Fleming, Jr., is much interested in the matter, and is strongly in favor of making the test. An amicable arrangement will be entered into if possible failing in which the law will be appealed to. As the matter now stands wheelmen are compelled to dismount and walk across the bridge,

Arthur Couillard, alias George Welch, lately purloined a tricycle from a friend at Newburyport, and, after a severe struggle, reached Lynn Tuesday, and was at once arrested for the Newburyport officers. The young man was taken in charge by the Deputy Marshal of Newburyport, and at 3:47 that afternoon the return trip was started by rail.

All cyclists and travelers in general will do well to avoid the towns of Norwood and Walpole, on account of the disgraceful condition of the highways. A delegation from the Massachusetts Club rode to Walpole last Sunday week, returning across country via Milton, and found the roads unridable and almost impassable for man or beast between Dedham and Walpole, and between Walpole and Canton. The authorities have covered the road with broken stone, sand and gravel, and left them unrolled.

Capt. Paul L. Hassenforder, of the Belmont wheelmen, has invited the clubs of Boston attending the anniversary celebration in Belmont, Mass., June 4 and 5, to make use of the club rooms in the Crocker Building on City Square.

The property owners residing in the neighborhood of School Lane, west of Wisahickon Avenue, German own, Pa., have raised \$12,500 to repair that well-known thoroughfare.

It is proposed to throw a bridge across the River Schuylkill at a point where City Line Avenue strikes the river. When this is done and City Line Avenue cut through, and the necessary and proposed improvements made from the other side of the river to Germantown, the public will have splendid riding and driving facilities between West Philadelphia and Germantown.

President Luscomb and a number of Brooklyn wheelmen will arrive in Hagerstown on Monday, the day before the meet proper. He will be met by the Hagerstown authorities, who will present him, as representing the League, with the freedom of the city.

The round trip rate from New York to the meet, over the Baltimore & Ohio and Pennsylvania roads, will be \$10.

The streets of Hagerstown are macadamized, and one can ride all over the city. The principal hotel is the Hamilton, the League hotel.

Two distinguished Bostonians were in town last week, "Doc" Emery, down on League uniform business, and with a large club for the editor of this paper, who, fortunately, was out of town, and Editor Fourdrinier, down on some official organ business, we believe.

J. R. Dunn, of Massillon, Ohio, has been confined to his house for some weeks with a severe illness. We are glad to hear that Mr. Dunn is convalescent.

General Passenger Agent Farmer, of the New York and Greenwood Lake Railroad, has a long head; so long that he placed several special cars at the disposal of the clubs on Decoration Day, and scooped a great deal of business as the result of his enterprise.

H. M. Sabin, formerly manager of the Rudge Agency, and late head salesman for the Pope Mfg. Co., has gone into partnership with A. Sidwell, and will continue the business recently started by Mr. Sidwell, at 152 Congress Street, under the firm name of Sidwell & Sabin. They will handle new and second-hand wheels of reliable makers, beside doing a general repair business. Mr. Sidwell sailed for England on Saturday, May 18, from New York. He will be gone about six weeks, on business for the firm.

The Scranton Bicycle Club is booming this year. Considerable riding is being done, and their club-house and grounds present an attractive appearance. Flowers ornament the lawn, and the janitor keeps the lawn-mower's bearings well oiled, for fear of a "hot box." Last Sunday a party of Wilkes-Barre wheelmen were up at Scranton, and took dinner at the latter's club-house. If the Scranton boys have a weakness that may be kindly forgiven it is fondness for a good dinner, and their club-house allows them to indulge their liking. "Meals at all hours" should be on the Scranton banner.

The doors of the Western Arms and Cartridge Company, Chicago, have been closed by one of the Chicago banks on a judgment note for \$63,000. This company was located on State Street, appeared to be doing a good business, and this spring added a wheel department. First Tom Roc had charge of it, then Temple and Munger increased the staff in that department, and things appeared to be rushing. Just how heavily the firm is involved is not known, but a meeting of the creditors will be held to look over the state of affairs. The company themselves claim a speedy resumption of business.

We are in receipt of a new composition entitled "Wheelmen's Waltz," composed by John Young, published by Wm. Adrian Smith, New York. The conventional bow-legged wheelman riding a wheel with steering-head ten inches high, helps ornament the title page. In grade this piece may be classed as 3, and should prove useful to teachers. Keys of C and F, without octaves. As the melody is pleasing, it seems well adapted for dancing purposes.

## How to Join the L. A. W.

Fill up the blanks on the other side and, together with the sum required for Initiation Fee and Dues send it to the Secretary of the League.

ABBOT BASSETT,

12 Pearl Street, . . . Boston, Mass.

P. O. Box 5267.

Write plainly or print your full name, your full address, and your club name in full.

### The League defines an Amateur as follows:

ARTICLE VI, SECTION 4.—An amateur is one who has never engaged in, nor assisted in, not taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by—

"(a) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training, or coaching any person therein, either as a means of obtaining a livelihood, or for a wager, money prize, or gate money.

"(b) Competing with or pace-making for, or having the pace made by a professional in public or for a prize.

"(c) Selling, realizing upon, or otherwise turning into cash any prize won by him.

"(d) Accepting, directly or indirectly, any remuneration, compensation or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycling.

"(e) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises the sports, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, rowing, boxing, sparring, lacrosse, polo, roller and ice skating."

### Advantages of Membership in the L. A. W.

The L. A. W. furnishes to each and every member a first-class weekly newspaper, the *Bicycling World* and *L. A. W. Bulletin*, which is in itself full return for the annual dues. The L. A. W. stands ready to protect its members in their legal rights, and to sustain them in their efforts to repeal unfavorable legislation. In addition to the above, general advantages, many of the State Divisions are striving to obtain for their parent body in granting direct benefits to their members, such as papers, hand-books, road-books, and reduced hotel rates, to say nothing of the many social, sporting, and entertainment privileges which are being made by the League on Legislators and Highway Committees in favor of improved roads. This work needs the cooperation of every wheelman.

NOTE.—The complete of every wheelman in the next issue of the *League Paper*, and after two weeks, if not protected, the ticket will be issued.

Stamps of a denomination above two cents will not be received.

#### MEMBERSHIP FEE.

In May, June, July, August, September or October, enclose \$2.00 with this blank. In November, December, January, February, March or April, enclose \$1.50. These sums include the initiation fee and the annual dues. **READ THE OTHER SIDE.**

## APPLICATION FOR MEMBERSHIP IN THE L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston, Mass.—Enclosed you will find \$..... for initiation fee and dues in the League of American Wheelmen to April 30 next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.

Date, ..... 18 Name, .....

Club, ..... St. and Number, or Box, .....

References: ..... City, .....

State, .....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)



## BROOKLYN NEWS.

The first game of base ball between the Kings County Wheelmen and Brooklyn Bicycle Club was played at the parade grounds last Saturday, resulting in a score of 15 to 13 in favor of the K. C. W. nine. Considering the small amount of practice done by the two nines the score was a fair one, and some respectable playing was done on both sides. The Brooklyn's battery was Mathews, pitcher, and Hardie, catcher, the two men changing places for the final innings, to which the B. B. C. nine attribute the loss of the game. A return game will be played shortly, when they can try it again, if Hardie's hands are a little less tender by that time.

I saw in the Brooklyn papers a short time ago an advertisement for bids on the repairing of Cobblestone Hill, or, at least, that part of Bedford Avenue which includes the much-talked-of terror to wheelmen, so I suppose we may reasonably expect some improvements to be made in that direction during the present riding season by the city authorities—of course, excepting the "many a slip," etc., which seems to especially appertain to the Brooklyn Street Commissioners. The Cyclists' Union has twice hired men to remove the loose stones from the hill, which made a slight improvement, although temporary on account of other stones working through. This action was duly appreciated by the many riders who are obliged to use that thoroughfare.

The Thirtieth Regiment had an all-night bivouac at Richmond Hill last Saturday and induced some wheelmen to assist in the ceremonies, as an experiment to ascertain to what uses bicycles might be put as advance guards or scouts and night patrols, etc. I have not heard what the official report of the subject was, but will try and obtain it for next week's letter.

L. H. Wise, L. I. W., is still disabled from riding by the results of the fall he took some time ago. It has proved more serious than at first supposed, and it will be some time yet before he will be seen a wheel. He is greatly put out by it, as the other men in the club are getting a big lead on the mileage records.

The list of club runs and informal Sunday runs just issued by Captain Meeteer for the Brooklyn Club for the month of June is quite comprehensive, and the boys who participate in them all will cover quite a number of miles. It reads as follows: Saturday, June 1, "Around the Block;" Sunday, June 2, Roslyn, L. I.; Saturday, June 8, Park for base ball game and Century run to Philadelphia; Sunday, June 9, Gravesend Bay for fish dinner, sail, etc.; Saturday, June 15, L. I. W. race meet; Sunday, June 16, Long Branch, Seabright and Red Bank; Saturday, June 22, Poughkeepsie and Ramapo Valley; Saturday, June 29, K. C. W. race meet; Sunday, June 30, Massapequa Hotel, South Oyster Bay, for dinner. The last run will probably be one of the largest in point of numbers, as it was a very favorite one of the Brooklyn boys last summer, if I remember rightly, the principal feature being the dinner, for wheelmen certainly enjoy a good meal a little better than any one else.

Query—Does "Miles" Murphy ever ride without scorching? I think I never saw him riding in an upright position.

BROOKLYN, May 28, 1889.

## PHILADELPHIA.

Quite a large delegation of Philadelphia wheelmen were present to witness the annual 5-mile road race of the Camden, N. J., Wheelmen, which took place last Saturday afternoon, on the Haddonfield Pike. As the hour for the race drew near there were fully two hundred people congregated about the finishing point, each one eagerly awaiting the outcome. After several false alarms the racers hove in sight, and when they got near enough to be recognized it was seen that Buzby (who had the benefit of a 55-second handicap) was in the van, crossing the tape in 19m. 35s., followed by Eyre (90-seconds handicap) in 20m. 10s., while the third man in was Browning, in 20m. 35s. Then came Jessup, and finally the two scratch men, Green and Weaver. After the race all the wheelmen repaired to the handsome house now occupied by the local wheelmen and partook of some light refreshment, then, mounting their wheels, were soon aboard the ferry crossing the noble Delaware. Arriving on the Philadelphia shore, much to the amusement of a large crowd of spectators, an impromptu hill-climbing contest was started, a goodly number succeeding in surmounting the roughly-paved hill leading down to the river. The time made in the 5-mile race may seem slow, but considering the condition of the road, it being very sandy, the time was not so bad, and I would predict that those same riders would make some of the hustlers on this side of the river look to their laurels.

No one doubts for a minute W. G. Spiers' ability as a trick rider, and often he has varied the monotony of a club run by little exhibitions of fancy Star riding on the road, but alas! all is over; no more shall we see Willie doing his acts, to the unbounded delight of the countryman and the terror of those unlucky enough to be riding near him. The sad, sad tale is this: Several Sundays ago, while he was taking out the boys, they espied a charming lady on a bicycle. When she had almost reached them our gallant lieutenant wanted to ride on one wheel, but losing his balance, fell off backwards. A safety rider right behind him could not stop in time, and in a few seconds two bicyclists and a safety wheel were pretty well tangled up. Finally they were extricated none the worse for their mishap. It has been whispered that when Spiers saw how nicely the lady looked on her wheel his conscience smote him for voting against admission of lady members, and he was so overcome that he nearly fainted, hence the accident.

The Bailey-Schaeffer race comes off May 30, at 4 P. M. on the University Track, not on Y. M. C. A. grounds. The Pennsylvania Division L. A. W. is in hard luck with her officials. First the Aaron case, and now the affair in Scranton implicating Mr. Jessup. We hope the report has been exaggerated; no doubt it has. Notwithstanding the cloudy weather the S. E. W.'s had six men out and up to Fort Washington. Well done! I beg leave to blend my gentle voice with the sweet tenor (I think it is a tenor) of "Ariel" and ask "Where, oh where" is that road book?

May 27, '89.

ARGUS.

Send to HOWARD A. SMITH & Co., Newark, N. J., for your bicycle supplies or call at Oraton Hall and learn to ride, Open evenings.\*.\*

## MINNEAPOLIS.

If the wheeling season of 1888 may be considered as having closed at all in this portion of the country, that of 1889 opened remarkably early.

Usually wheels are stored away for the winter early in November, but last year November furnished twenty-five good riding days and December twenty. As for 1889, one wheelman of my acquaintance rode on twenty-six days in January. February was our only real winter month and wheeling was rendered impracticable by cold weather and snow. By March the snow was nearly gone and by the 5th, wheeling was again good and the month presented us with thirteen suitable days for riding. April had twenty-three pleasant days, May so far has been very favorable, the writer having used his wheel twenty-one out of twenty-four days.

The early opening of the riding season produced an early demand for wheels, and our dealers found themselves in the midst of a rushing business season a month earlier than they anticipated, and considerable trouble has been experienced in procuring wheels fast enough. More safeties than ordinaries have been sold here, though the ordinary has by no means lost all its friends. I do not know of any rider who has changed his mount, the safeties all having been purchased by new riders. I notice quite a number of elderly gentlemen that have been induced to enjoy the pleasures of cycling by the advent of the low wheels, and this is the class of men to whom in my opinion, safeties properly belong.

The Minneapolis Bicycle Club commenced in February to "hustle" for new members and the result is quite gratifying. They weeded out the most undesirable of their old membership which reduced their number to sixteen, to which they have added twenty-six or eight new members, all good and enthusiastic riders. They have fitted up two good sized rooms in a very cosy and comfortable manner, one being nicely carpeted and furnished with a table and chairs for a meeting and reading-room. The other contains the billiard table and adjoining are coat and wash rooms, closet, etc.

This is a long step forward in the way of cycling club rooms for this city and they were formally opened and dedicated on the evening of April 27. The ceremonies included instrumental and vocal music, recitations, an original poetical essay on wheeling by one of the members, remarks from several local wheelmen and an adjournment for light refreshments to the rooms of a caterer next door. Quite a delegation from St. Paul were present. The event was thoroughly enjoyed and considered a grand success.

Three club runs to St. Paul and one to Anoka, twenty miles distant, have been held and were participated in by large delegations. Not long since five of the club's long-distance members planned a ride to Mankato, distant ninety-one miles. They went as far as Excelsior, nineteen miles, one evening, intending by an early start to ride the remaining seventy-two miles in time for dinner. However, with the coming of dawn came also a strong wind directly against them. Unwilling to give up the trip they started and all day did valiant pushing and walking against that wind arriving at their destination at 9 P. M. One of the participants in relating their experience stated that on the prairie where the road was straight and smooth for two or three miles they had to walk, as riding against the wind was impossible. Two Star riders in the party could not keep the small wheels of their machines on the ground owing to the force of the gale.

The managers of our baseball club are going to build a cinder path on their grounds. It will be about a six-1-p track and good as it is possible to make. This will furnish an opportunity for several race meets and it is proposed to wind up the season with a district meet to include the States of Wisconsin, Iowa and Minnesota, to be held early in September, when our Exposition is in full blast and the State Fair in progress at St. Paul. Both these will furnish additional inducements for wheelmen to visit us and insure a good attendance at the races. With races on two afternoons, mornings spent in visiting points of interest in and about the city, and the Exposition in the evening it is thought we can hold a very enjoyable and successful three days' meet.

DORSON.

May 20, 1889.

## BUFFALO.

The Wanderers' Bicycle Club is the name of the newly organized wheel club on the East Side. It starts in with a small membership; but, as it is the only club on the East Side, its success is assured beyond doubt. This organization is the fifth one devoted to cycling in this city. The clubs and memberships are as follows: Buffalo Bicycle Club, 136; Ramblers, 123; Zig-Zags, 46; Women's Wheel Club, 28; Wanderers, 15. Buffalo claims 2,000 wheelmen. Out of the entire number but 348 belong to clubs. Surely this percentage of non-members will not be allowed to stand any very great length of time.

The Zig-Zags go to Niagara Falls on Decoration Day instead of Batavia as previously announced. The donation party and reception of the club will be held June 6th. Many hardy road-riders belong to this club, and they will heard from before the season is over.

The first out-of-town run of the Women's Wheel Club will take place on Decoration Day. Whither they go and where they will stop are matters of mere conjecture. The gear creatures will take their luncheon, and picnic in some grove where fancy and the condition of the roads dictate.

The gentler sex are becoming rabid exponents of the wheel, and it seems as though all, at least a good portion, of the ladies are learning to ride the two-wheeler. They have got the craze, and got it badly, too. Many expert lady riders are now to be seen, and the number is steadily growing. Our asphalt pavements afford excellent places for beginners to learn on. The other night I counted no less than eight ladies being initiated into the art.

The Ramblers have received their life-size crayon of the dog "Rambler," the former mascot of the club, but now a resident of Boston, where his owner, Otto Schmidt, an honorary member, now lives. The dog accompanied the club on many of their runs last year; among them being the fast 100-mile ride from Erie on June 17th. The run was done in 15 hours, 5 minutes; actual riding time 9 hours, 5 minutes.

Zo.

Send to HOWARD A. SMITH & Co., Newark, N. J., and get stocking supporters, tire cement, belts, bundle carriers for all machines, tire tape, etc.\*.\*

## ST. LOUIS.

The result of the first race between Stone and Lumsden caused a feeling of disappointment hereabouts, though it was not entirely unexpected. The time made, 3m. 4s., shows it to be a loafing race with all the sprinting done at the finish. Stone made the pace until the homestretch was reached, when Lumsden forged ahead and won, apparently with the greatest ease, by twenty feet. In a short sprint Lumsden seems to be superior to Stone, whether he is better in a bruising race remains to be seen. In the second of the series, which occurs to-morrow afternoon, Lumsden declares that he will set the pace and will make it as hot as he can for the entire distance in order to demonstrate, if possible, that he is better than Stone at either kind of race. He has been here all this week and has made quite a favorable impression. He wants to see the giving of medals abolished, subs tituting therefor useful prizes, or if there is objection to this latter arrangement, then let the races be run for a ribbon, a laurel wreath, or something of that sort. He modestly observes that he has no desire to wear his medals in the first place, and even if he were disposed to wear them, he could not do it without exciting unfavorable comment and being accused of having enlargement of the cranium. In this view of the case he differs materially from some other Chicago riders, as visitors to Baltimore last year will cheerfully testify. Speaking of Van Sicklen, he must feel pretty sore over his defeat in the team race last Saturday by the novice Tuttle.

If the weather continues favorable the new track will be in fine shape for the race Saturday afternoon. There will be six events besides the match race, and as the interest is running very high, a large audience will no doubt be present. I will endeavor to send you the results in this letter. A special prize is to be offered for a 5-mile contest between Bob Garden and Ned Oliver, with a time limit of one hour. If this arrangement is made there will be a race worth going miles to see, as both of these doughty champions have a large number of partisans who are anxious to see the question of superiority settled. If it should be determined that they can not ride five miles the distance will be shortened. It is exceedingly fitting that this contest should be decided on neutral ground, for the feeling runs so high in Chicago, it is doubtful if a fair race could be held there.

A very pleasant entertainment was given Friday night at the Missouri club-house, comprising musical and athletic features. With the exception of club swinging by Prof. Newton, the athletic exercises consisted entirely of exhibitions of what Mr. Morris called the "Delsartian system," or in plain, every-day English, sparring matches.

The entertainment was given in response to a very general request that the lady attendants at the club might have a chance to see what boxing matches were like. Their ideas of boxing are generally supposed to be associated with bloody noses, broken ribs, black eyes, etc., and it was the purpose of the exhibition to disabuse their minds of these impressions, and to show them that there is nothing safer than prize boxing.

Messrs. Newton and Parsons, Morris and Victor, and Applegate and A. L. Newton, represented the light, middle and heavy weights, respectively. Refreshments followed and then dancing.

May 24, 1889.

LATER.

The weather has given the Track Association its first black eye and put an effectual veto on the races advertised for this (Saturday) afternoon. It rained more or less all day yesterday, cleared up at night, and then promptly started in again this morning. This is exceedingly unfortunate, for if the weather had remained pleasant the races would have attracted a large crowd, and enough money would have been made to put the track in first-class condition. As it is, the only thing that could be done was to postpone the races until Monday afternoon.

ITHURIEL.

May 25, 1889.

## NEW ORLEANS.

The New Orleans Bi. Club held its first "stag sociable" in its new quarters on Friday evening last, 17th inst. Everything was "bang up," and everyone had a good time.

The Louisiana Cycling Club holds its third race for the Batson trophy on the 26th. Distance, 25 miles over an asphalted course. Experiment of sealed handicaps will be tried on this occasion for the first time in the South.

The New Orleans Bi. Club's opening race for the Hill cup, which was fixed for the 18th, failed to fill, and the contest consequently did not take place.

The L. C. C. "excursions" to Hammond, La., on June 2, and on the 15th and 16th of the same month holds its annual moonlight century run. Silver souvenirs of the latter event are to be given all who finish.

Mrs. Ed A. Shields, wife of the club's President, who takes a lively interest in the club affairs, has presented the N. O. B. C. with a very beautiful tablecover, made entirely from the castoff neckties of the members.

The five-mile national bicycle championship has been located with this Division, and will be contested at our September meet. It is a long pull and a hard pull on a horse track, but I reckon we can stand it.

The ladies' bicycle, with a New Orleans lady for a rider, is at last a reality in this city. Miss Belle Fairchild, a sister of our own Charley—himself a pioneer on the "gentlemen's bike"—is the lady, and she rides, too.

The Louisiana's club house project is progressing nicely, and has now reached the "sticking point"—the selection of a site.

Hodgson's idea of holding the '91 meet in this city has not aroused any great amount of enthusiasm among the boys, but the few with whom I have spoken seem inclined favorably toward it, and it the League cares to hold an annual powwow as early as February or March—around Carnival time—I think New Orleans could stand it and furnish a howling good time to boot.

Bi.

Write to HOWARD A. SMITH & Co., Newark, N. J., for their illustrated catalogue and second-hand list of bargains, Complete repair shop.\*.\*



## K. C. W. NOTES.

Esteemed by all for his many manly qualities, the sudden death of our club-mate, Mr. Eugene D. Skidmore, was a sad surprise to his many friends in the K. C. W. His relatives and friends have our most heartfelt sympathy in this, their hour of affliction.

By the time these notes reach the light the greatest road race to date will be among the events of the past. Who will win? is the question everyone asks, and since the publication of the handicaps the solution of the problem seems to be more difficult than ever. That none of the scratch men will be near the front is the opinion of the majority. The very much improved form of the other riders gives rise to this supposition. Still all are loud in the praise of the good work done by the handicappers. But the race is won and lost ere this, and all have my most hearty congratulations—the winners for their success, the losers for their grand efforts to win and the cheerful way in which they met defeat and last, but by no means least, the promoters, who have brought forth the grandest road race on record. The next thing on the programme is the century run.

The following events will be contested at the K. C. W. race Meet to be held at Washington Park on June 28 and 29:

- FRIDAY, JUNE 28.
1. 1-mile, novice, K. C. W.; wheels 35 lbs. or over.
  2. 1½ miles, "ride and run;" open.
  3. 1-mile, boys under 16; open.
  4. 2-mile, handicap; open.
  5. 1-mile, handicap; open.
  6. 2-mile, Rover type, handicap; open.
  7. 5-mile, championship; K. C. W. members.
  8. Triangular race; bicycle, runner and walker.

- SATURDAY, JUNE 29.
1. 2-mile, Rover type, handicap; open.
  2. 3-mile, N. Y. State championship; L. A. W.
  3. 1-mile, novice; wheels not under 35 lbs.; open.
  4. 1-mile, handicap; open.
  5. 1-mile team race (teams of four men).
  6. 2-mile, Tandem bicycle, handicap; open.
  7. 2-mile bicycle, handicap; open.
  8. Brooklyn Bicycle Club 1-mile, handicap.
- F. P. Prial handicapper of cycle events.

By the above dates the Union Elevated will be running direct to the grounds, and so the transportation facilities will be far in advance of previous years. The events will be run off with the usual K. C. W. promptness, and all who are so fortunate as to attend will find no dreary waits, but three hours of continuous and exhilarating excitement.

BROOKLYN, May 29. RAM LAL.

## WASHINGTON, D. C.

The Washington wheelmen are beginning to think they will have to seek some other place for bicycling, as the weather for the past month has been anything but favorable to that invigorating exercise. Last Sunday the Cycle Club had as its guest Capt. Hilderbrand, of the Mo. Bi. Club, of St. Louis, who is on his way home from his European tour. He was very much pleased with our streets, and especially with the roads and scenery of the Soldiers' Home. In the afternoon a club run was called for Cabin John's Bridge. Although it is what the boys term a "chestnut," there is no run which embraces such beautiful scenery and good roads. The L. A. W. meet at Hagerstown will be well attended by Washington wheelmen, and especially by the Cycle Club, as it is the only League club in the city. Their membership has already begun to increase, and they have a number of applications to act on at their next meeting.

At their annual election recently held, the following officers were elected: President, Geo. S. Atwater; Vice-President, J. C. V. Smith; Treasurer, Dr. J. H. DeMeritt; Secretary, Geo. R. Ide; Captain, E. E. Curry; First Lieutenant, W. C. Babcock; Second Lieutenant, W. G. Wilmarth.

## MARYLAND.

The new club-house of the Chesapeake Club was opened last week. Wheelmen of different clubs visited the handsome club-house, which is situated at the corner of Fulton and Lafayette Avenues. It was purchased and fitted up at a cost of \$6,000, and is considered one of the best in the city. Mayor Latrobe and his secretary, Col. W. H. Love, were present, and the Mayor added much to the entertainment of the evening by some recitations, delivered in his best style. Ex-President Abbott and President Reed made neat speeches. The interior of the building was appropriately decorated with flowers and potted plants, which added much to its attraction. The basement is devoted to the locker and wheel-room; also a capacious bathing room. On the first floor the parlor and reading rooms are situated, and are handsomely furnished. On the second floor are the executive, billiard and toilet rooms, and on the third the gymnasium and janitor's apartment. The club organized about one year ago and at present has sixty active members.

BAY RIDGE.

## NEWARK.

A meeting of the New Jersey Team Road Racing Association was called for May 24, at the Atlanta Wheelmen's house, on Clark Street. Only delegates from Hudson Co. Wheelmen and Atlanta were present, so no meeting was held. Captain Day, H. C. W., read several communications from the different New Jersey clubs, and the scheme of road racing as presented to them, did not meet, judging from what was read, with anything like popular favor. The meeting, if it may be called such, adjourned *sine die* at an early hour. We think this *propoed* association may have joined hands with the A. B. C. Association and gone under.

The Atlantas have ten names now of members for the "century" on the 8th of June.

During May the Atlantas have had five club runs with an average attendance of fifteen (15) members at each run. The mileage will be at least five times as much as April.

"SPARK."

## HART CYCLE COMPANY, PHILADELPHIA.

This enterprising firm comes to the front again with a well arranged and neatly garbed catalogue for 1889 of all the wheels they represent. The cover is ornamented by a unique design of an old-style—as befits a pioneer house—guide-post, with all its arms pointing the way to 811 Arch Street, Philadelphia, that he who rides may read. Against it leans a bicycle. The company, as of old, make the Columbia their leading wheel, carrying a full line of machines and parts, but do not confine themselves wholly to that line. We notice the Crescent, National, Singer, Psycho, Juno and Rambler among the single safety types, and the Singer Tandem for two riders. Prices of the singles vary from \$60 to \$140, and tandems high as \$220.

A most bewildering variety of low-priced bicycles, children's tricycles and velocipedes, is shown, and, with prices ranging from \$2.75 up to \$55, there should be no difficulty in suiting the purse of any child's parents, rich or poor. The line of lanterns and sundries is complete, and covers all found desirable by riders. A specialty is made by this house of repairs that are satisfactory, and their facilities for enameling and nickel-plating are of the best. Mr. Hart was among the first dealers in the country to establish a riding-school, and this desirable feature is still retained. The location, at Belmont and Elm Avenues, being close to Fairmount Park, makes it a favorite among wheelmen, and a capital place to store wheels.

Renting of bicycles and tricycles, an indispensable part of the business, is well provided for.

A list of charges for storing wheels, prices for renting and a copy of the rules regulating cycle riding in Fairmount Park make the catalogue a handy book of reference for any wheelman visiting Philadelphia.

## HARRY COREY WITH THE SPRINGFIELD BICYCLE CO.

Mr. H. D. Corey, one of the fastest men on the road and path of his day, at one time manager of Stoddard, Lovering & Co.'s bicycle department, and late with the Pope Mfg. Co., has come back to the cycling trade as Secretary of the Springfield Bicycle Mfg. Co. Mr. Corey left the Pope Company to settle up the affairs of his father's estate. He had determined to engage in no active business, but found idleness a sad way of taking pleasure, hence his return to the busy haunts of the cycle mart. In a general letter Mr. Corey explains himself as follows:

I wish to inform you that I have been elected Secretary of the Springfield Bicycle Mfg. Co. and shall take an active part in pushing and developing this business. As you know I was for five years connected with Messrs. Stoddard, Lovering & Co. in the capacity of Manager of their Rudge department, but have been out of the business for about six months. Later I was with the Pope Co., until my private affairs demanded my attention, but upon investigating different makes of Machines and the positions they occupy in the trade, I believe for the following reasons that the Springfield Bicycle Mfg. Co. has a great future before it.

These machines, as you know, have been made now for some three years, and have been very favorably received by the Wheelmen. The Company had their Machines made in Worcester for the first two years, but with their increasing business they decided to become their own manufacturers, and accordingly have now at Highlandville, Mass., a large factory equipped with the finest machinery that can be obtained. Some little difficulty has been experienced so far this year in filling orders, incident to the erection of new machinery and getting matters in shape, but now with a factory which is second to none and employs on an average one hundred and twenty-five men, I feel that the Company is in as good a position to manufacture Bicycles as any Company in the country. We are catching up with orders, and shall soon be in good shape.

Very truly yours,  
H. D. COREY.

## A SELECTED LIST OF PATENTS.

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

A. O. Brunne, Meriden, Conn., Lamp.  
F. G. Johnson, New York, N. Y., Spring Washer.

G. J. Taylor, Salt Lake City, Utah Terr., Velocipede.  
A. Taplin, Forestville, Conn., Wick-Raiser for lamps.

H. D. Millett, Maywood, Ill., Machine for making Coiled Springs.

All bearing date of May 28, 1889.

## A NEW BICYCLE TIRE.

A Mr. Thomas R. Weston, of Bristol, Eng., has invented a steel tire for bicycles and tricycles, for which the following are some of the principal advantages claimed:

"The use of india rubber for tires is rendered quite unnecessary, and entirely superseded by the adoption of Weston's tires.

"They run very smoothly and easily, and without the waste of power incident to the use of soft india rubber tires.

"These patent tires run on a much finer line than india rubber tires, in some sections the line of running being not more than 1/8 of an inch, thereby nearly nullifying all friction with the ground.

"Being firmly attached to the spokes of the wheels, they cannot come off, as the india rubber ones frequently do, often rendering the machine useless when the rider is miles away from home.

"They are much more durable, and at the same time much less expensive than india rubber tires.

"They are very light in weight, but of great strength, and are especially suitable for racer bicycles or semi-racers.

"They do not throw the mud, etc., like the india rubber ones, and they are therefore much cleaner in use."

We commend this to the attention of manufacturers who think the rubber tire can be improved upon. It would seem to us that hard and smooth roads would be a requisite for their success.

## INFLUENCE OF MIND OVER BODY.

That the mind has an immense control over the body (especially in human beings who are several removes from the brute), has been long acknowledged. The same in one thing as in another. The marksman shooting at the target will assure you he can generally tell when his finger presses the trigger, whether the shot is going to be good or bad. If he goes out in the morning full of hope and is full of confidence at the time of shooting, history will tell you his score is almost invariably a fine one, depending of course upon his possibilities as a marksman. The same thing with bicycling. The mind exercises some wonderful effects over the body in this sport. Not long ago I heard of a man who was riding an "ordinary," and as he wended his way home, his machine kept up a continual squeaking. Runs hard, thought the rider as he got down, and oiled the bearings at all points. Then he mounted, but the squeaking continued just as before. The consequence was, that in riding home, he expended so much nervous force in thinking that squeak was caused by a tight bearing, that upon arriving at his destination, he was completely tired out. Next day upon giving the machine a thorough overhauling he discovered that the squeak was in the saddle and in no way affected the running of the machine, yet his mind had all the way home been busily occupied in convincing the body that the easily-running wheel was fatiguing him. This is the effect the mind has over the body. Give a man a bicycle or a gun which he does not believe in, and he will never amount to much as a rider or a shot. You may have noticed how a man brightens up in appearance, and how much stronger he rides when you tell him there are only two laps more, in a hundred-mile race. If he had not a mind to control the actions of the body, he would not be sensible of any difference in his physical feelings, but the mind "cheers him on" and says to the tired-out body, "Only two laps more, old fellow," and the body pulls itself together, and races in fresh as at the start. The reaction soon comes, though.

Men of high-strung temperaments should never strain themselves in cycle racing, as their intense natures are apt to over-estimate the strength of their bodies, and they urge the body to do more than it is really able to without experiencing injury. High-strung men are like Cremona violins tuned to "concert pitch." They are all right 'till strings break, and then—utter collapse.

That is why a man of a highly-strung temperament is so intemperate in his habits as a rule. He is intense, and can't do things by halves, and, careless of results, he pitches in "neck or nothing." The water jump looks too broad for cautious Farmer Dick, and he rides round it; but what cares young Sir John? He is "in for a penny, in for a pound," and if he is thrown and perhaps killed for his recklessness, we must still admire the fine dashing fellow, who was not going to back down in the face of danger, and who fell "in scarlet" on the hunting field. We must say that *we'd* rather die by a bullet from some Zulu's gun (or even be dispatched by his uncouth club) in fair man to man warfare, or get stretched out in a regular British way in a steeplechase, than die from some dyspeptic ailment caused by the deadly American biscuit. We would like to "die game," with unimpaired faculties, and not live to be a source of nuisance to ourselves and others. We do not happen to come of a contented kind, and are ambitious, and having sipped the nectar of youth, we do not care for a revolution of condition. Unlike Gurth, the swineherd, born-thrall of Cedric the Saxon, our neck is resting place for no man's foot, our mind gives lodgment to no churchman's views unless they be logical. We have no blind faith, but must have reasons, and failing these we sit in darkness. Better to grope in the darkness of honest disbelief than exult in the simple faith of the feeble-minded, ready to accept any theory which the brain of their poor minister may consider a panacea for the ills of his unquestioning flock. We are argumentative, and want reasons and "blue-prints," and a little "cause and effect" thrown in to assist digestion. "Jack."

G. A. Litchhult, of 128th Street and Lenox Avenue, has one of the neatest cycle stores we ever set foot in. It is well stocked with Singer wheels, and there are a number of good renting bicycles, tricycles and tandems.