

THE WHEEL

—AND—

CYCLING TRADE REVIEW,

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New York.

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

THE Racing Board has suspended R. H. Davis and E. A. Bailey, both of Harvard College, until August 1, for violation of the racing rules, both these riders having ridden safeties in a race for ordinaries, despite the protests of the other competitors. The other riders were not suspended because it was clearly proven that they had protested against Davis and Bailey. The wisdom of the Racing Board in separating safeties and ordinaries on the path has already been demonstrated. No man can control a safety wheel at top speed, and it is dangerous to permit both classes to compete together on the path. At the present time it is not likely that the rule will be changed. It is a good rule and ought to stay.

THERE is no reason why the utmost harmony should not prevail between the N. C. U. and the L. A. W. Racing Board. International competition is becoming more frequent from year to year, and as a matter of self-protection both bodies should act in harmony. We should think that the N. C. U. would recognize any distinction or ruling made by the L. A. W. Racing Board, and *vice versa*. If the Racing Board declared a man a suspend the English should recognize him as such, and bar him from their competitions. It is clearly the duty of the executives of both bodies to agree upon a treaty of some kind.

MR. DAVIS reports that he will go to England and race there. Unless the N. C. U. will recognize Mr. Davis as a suspend, he may compete at English meets, despite the fact that he has violated the rules which govern the American race path. We think the Racing Board can with good reason suspend any man who competes with Davis on either an American or English path. We have had too much vacillation in the League. Let it now return to methods of the Medes and Persians, whose laws were made to be obeyed.

THE New York State Division L. A. W. has a magnificent opportunity to distinguish itself. A few days ago Governor Hill signed a

bill appropriating six millions of dollars to be spent on New York City pavements during the next three years. It is a matter of fact that beyond a general idea that the city could use some better pavement than Belgian block, the great daily papers have no definite suggestions to make, because they have no technical knowledge on roads and pavements. The city officials are in a still more benighted condition. Chief Consul Bull should at once set the State machinery in operation to see that some part of this six millions is spent properly.

NEW YORK Wheelmen have no favorite run, no favorite rendezvous. The Londoners take the Ripley Road, and on Sundays all the world on wheels glides to Dan Albones hostelry. In Gotham a man rushes past you on the Drive, or in the Park, or you may see him near the Casino or at Mount St. Vincent's. As half the pleasure of an out is seeing or being seen, we would suggest that the "Circle," in the upper part of the Park, be the recognized rendezvous of wheelmen. It is on high ground, splendidly shaded, with seats and a fine view. It would be a pretty thing if wheelmen would wheel up there every Sunday afternoon between three and six.

THE Pennsylvania Railroad has issued general orders to carry all cycles free when accompanied by owner. The Associated Cycle Clubs of Philadelphia have worked hard to secure this result, and no doubt the step was largely the result of their influence, though the question of policy no doubt finally decided the matter.

MILLIONS FOR NEW YORK'S PAVEMENTS.

Now that Governor Hill has signed the Ives Bill, six million dollars will be spent on New York's pavements within the next three years. The distribution of this money rests with the Board of Estimates and Apportionment, who shall determine when, where and how much, money will be spent. The Board consists of Mayor Grant, Comptroller Myers, President Arnold, of the Board of Aldermen, and President Coleman, of the Department of Taxes and Assessments. Acting under direction of the above Board, Commissioner Gilroy, of the Department of Public Works, controls the direct expenditure of the money.

Mr. Gilroy has not yet decided on any definite plan, neither has Mayor Grant, who states that he will have some suggestions to make at the proper time. Mayor Grant's last message to the Board of Aldermen contained this reference to pavements:

The granite-block pavement appears to be the one best adapted to our climate and soil, though recent experiments on Madison Avenue seem to show that in certain localities an asphalt pavement might meet the public requirements. The cost of both pavements being about equal, the selection might be determined by the character of the thoroughfare to be paved and the amount of traffic which it would be compelled to bear. It will, however, be impossible to maintain our thoroughfares in a proper condition so long as the power is given by law to private corporations to disturb the pavements whenever they think proper to do so for the purpose of laying pipes and mains. At the present time the city is helpless to prevent the disturbance of our streets by certain corporations, and I suggest that the Consolidation Act be so amended that the local authorities shall have the right to determine when excavations may be made in the public thoroughfares, and to impose proper conditions as to the time and manner in which such undertakings may be prosecuted. And the city should be armed with this power of self-protection before any substantial sums of money be expended on the streets.

Commissioner Gilroy makes the following statement:

"We have a more difficult problem in the street pavement question," he said, "than has the Government of any big European city. The peculiar shape of the city concentrates a great

deal of heavy traffic on a few thoroughfares, and the wear and tear upon our business streets is, I am pretty sure, greater than upon the streets of London or Paris. Our climate also is destructive. Stone disintegrates here in our atmosphere more rapidly than it does abroad. Our horse car tracks help spoil a pavement. But worst of all is the nuisance of the gas, steam, water and sewer excavations. You no sooner get a street well paved than along comes some corporation ripping up the stones or asphalt and ruining the pavement. No matter what this department tries to do, it seems almost impossible for it to secure the relaying of the disturbed pavement in as good condition as it was at the beginning."

Ex-Commissioner-General Newton favors granite laid on a bed of concrete with a smooth, noiseless pavement for the uptown avenues. "What we ought to have," he said, "is granite laid on a bed of concrete. The concrete is absolutely necessary, and the granite blocks must all be of certain dimensions. The substantial stone pavements I would place in the down-town business parts and on the principal up-town avenues, where there is heavy traffic. Then, as fast as possible, I would lay in the residence streets a noiseless pavement. Let it be wood or asphalt as is deemed best. I favor asphalt. Objections are made that such smooth surfaces are dangerous because they get slippery. But they are not slippery when they are clean, and we must have some system of keeping decent pavements clean or they will not remain descent. It ought to be made obligatory upon the owners or occupants of houses in the streets paved with asphalt or wood to keep them absolutely clean. The cost would be slight. It would merely amount to taking care of a good thing. It is what is done in foreign cities."

The New York Times published an intelligent editorial on the subject of the new pavements, and suggests that the Commission employ experts that the best results may be obtained.

NEW ROADS FOR UNION COUNTY, N. J.

The Union County, N. J., Board of Freeholders has voted to raise \$150,000 for the improvement of the four principal roads in the county. The roads to be repaired are the one from Rahway to Elizabeth, the one from Elizabeth to New Providence, passing through Summit, Springfield and Union; the one from Plainfield to Elizabeth, passing through Union, Cranford, Westfield and Elmora, and the one from Rahway to Westfield, running through Clark township. The county will issue bonds to defray the cost, bearing four and a half per cent. interest, and the work will be completed within a year.

MARGUERITE'S LETTER.

Though our Decoration Day picnic run was not attended by the best of weather, it turned out a grand success. Lynnfield Grove surrounding Lake Suntaug, more commonly called Humphrey's Pond, was chosen for our stopping place, and is one of the prettiest picnic grounds imaginable—by that I don't mean excelling in the seashore-resort style—rather the opposite.

A good time was to be the order of the day, and club friends, recipients of special invitations, were cordially welcomed. Judging from the turn-out the Middlesex Cycle Club has many friends—none more than it deserves.

Neither the Captain nor Lieutenant were able to be present, so we followed our own sweet wills in regard to pace, and considering the number of different style machines in the party we did remarkably well.

The sole drawback was the weather, and to say the least we have been very badly treated lately in this respect. Early Thursday morning was evidently too fair to last, as about 8:15 A. M. just when we were engaged in making necessary preparations, great dark clouds loomed up, completely covering the sky. We were not to be frightened, however, so our contingent of five started from Maplewood, reaching the first meeting-place, Oak Grove Depot, in good season. After a ten-minute wait we were joined by our enthusiastic Everett friends. Surprise was easily to be seen written on their countenances when they rode up, and I don't wonder at it, for it is very seldom I keep good enough time to be first at the fray. After a solemn consultation in regard to the weather (decidedly dark at this time), we condescended to start for rendezvous No. 2, Melrose Depot, where we found a goodly number variously grouped discussing the all-important topics—weather, route and dinner.

Others kept arriving, and on departing for "Meet" No. 3, Wakefield Town Hall, we numbered twenty-five to thirty on wheels with a conveyance in the rear for friends, and two equestrians. I have already explained how the club members cover many districts, and that we either have to select a central meeting-place or pick them up as we go along. The latter was the *modus op. randi* upon this occasion.

The younger members having sampled soda and "Tutti Frutti" at the neighboring drug store, a final start was made and the entire route now lay through the woods. 'Tis an

ill wind that blows nobody good," the over-abundance of rain had certainly done much to help nature, and had the sun been shining we would have found her dressed in her best. It was nice and cool riding through the narrow roadways, and striking a nice easy pace our cup of joy was full. One or two short stretches of sand prevented the cup from overflowing, but these were easily tided over and we were soon at our destination.

We found swings, games and boats at our disposal, and the former two were speedily brought into requisition. A game of baseball was first on the tapis, the ladies joining. Two acknowledged leaders in baseball chose sides, and the game commenced with no preliminary practice. The greatest game of baseball that I ever remember seeing was the consequence, but the fun—don't mention it. At a most interesting point in the game the rain came down "halter skelter," and a grand rush was made—the ladies for the cottage where dinner was to be supplied, and the gentlemen to secure proper shelter for the wheels.

The dinner had been most invitingly set out under the trees, but the Fates forbade, and everything had to be re-spread in the cottage, which was none too roomy. Of course, you all know what I am now coming to, but it is a solemn fact that soon as everything had been shifted it stopped raining. Thirty-eight sat down to dinner, seventeen of whom were ladies. The noticeable features of the hour were the absence of talk at the first half, and the increase of joking during the latter half.

After dinner the boats were freely used, the pond being one of the most beautiful for woodland scenery within many miles of Boston. Our crack amateur photographer was on hand, and negatives flew thick and fast. The President also had a convenient Kodak, and one picture he "took," I would greatly like to see. On his asking the youngest member of the club to look pretty for the camera's benefit, she replied by "making a face" at him. He got it, sure enough, although she didn't think so at the time, and it remains to be seen if it is an exact reproduction.

The home run was rather divided, part going via Wakefield, taking in a *bona fide* ball game on the way, and others taking a short cut.

May we have another picnic run soon is the wish of
MARGUERITE.

THE PULLMAN ROAD RACE.

Despite the northeaster and a cold rain, the Pullman road race was held yesterday and was a success in every way, though not as pleasant as it might have been had the weather been more favorable. But, notwithstanding all this and extremely poor roads, good time was made, Lumsden, one of last year's winners, covering the sixteen-odd miles in 56m. 45s., with Van Sicklen at his heels in 57m. 48s., and Terry Andrae in 57m. 49. Notwithstanding this good time Bodach carries off the first prize, as he was the first to cross the finishing line, amid the cheers of some five hundred ladies and gentlemen who had gathered at the Hotel Florence to see the finish.

Of the 123 men entered only seventy started in the race, though some followed over the course down Michigan Avenue for a short distance while others took the train to Pullman to see the finish. The boys were prompt in getting their positions in front of the Leland Hotel—the rain would not permit of their loafing much. The limit men started at exactly eighteen minutes after ten, so that Starter Conkling had just time to catch the train for Pullman. The boys started out with a spurt, and in a short time were separated to a remarkable degree. Down the boulevards, with the wind at their back, they made great time. The roads were good here, though fearfully muddy. When the Stony Island Road was reached the time began to be slower, and when opposite the Nickel Plate shops every rider had to dismount. The rains had softened the pure blue clay so much that the wheels sank into it six inches, and the safeties became so clogged that it was almost impossible to move them. The larger wheels stood the best show. Many had no trouble in riding over the "sand hill," though some preferred to push their machines over it. When the foundry, at 114th Street, was reached some took to the sidewalk, and, as a result, protests were entered against them. The train which left at the same time as did the wheelmen only passed the boys at Grand Crossing, showing that the poor time was made in the bad places spoken of.

It was just 11:19:13 when Bodach, of the Æolus Club, whizzed past the crowd at the hotel. He was wet, spattered with mud and tired, having covered the distance in 1h. 13s. Two minutes later Dole and Pratt came in, and then others came thick and fast. It did not take long for the boys to change their clothes. They were prepared for a change, friends having carried out their dry clothes. When Lumsden and Van Sicklen crossed the line they were greeted with rounds of cheers. Lumsden looked as fresh as though he had just started, but Van seemed a little fatigued.

Lumsden, Van Sicklen and Andrae were scratch men, and so showed their powers on the wheel by the time made. The finish was

made in the order of the names, the actual time being also given in the following:

F. Bodach, 1h. 13s.; F. L. Dole, 1h. 1m. 58s.; G. P. Pratt, 1h. 3m. 17s.; H. W. Harland, 1h. 4m. 28s.; W. B. Hassard, 1h. 5m. 58s.; A. Guthrie, 1h. 2m. 33s.; R. Kinsley, 1h. 3m. 30s.; Frank Robbe, 1m. 5m. 37s.; George M. Skeer, 1h. 6m. 37s.; Irving Otis, 1h. 7m. 45s.; F. H. Tuttle, 1h. 1m. 13s.; J. S. Corey, 1h. 4m. 12s.; Frank Riggs, 1h. 2m. 18s.; F. L. Chase, 1h. 6m. 22s.; William Rennaker, 1h. 8m. 24s.; George Kurtz, 1h. 2m. 18s.; A. E. Lumsden, 56m. 15s.; George A. Thorne, 1h. 15m. 15s.; Albert Kuehne, 1h. 3m. 25s.; G. S. Haskell, 1h. 6m. 55s.; W. P. Ulrich, 1h. 5m. 6s.; N. H. Van Sicklen, 57m. 49s.; A. W. Harris, 1h. 3m. 28s.; C. H. Tobey, 1h. 6m. 29s.; Rome O'Connell, 1h. 7m. 45s.; E. C. Bode, 1h. 5m. 47s.; J. W. Thorne, 1h. 5m. 34s.; G. H. Sage, 1h. 7m. 28s.; C. F. Sage, 1h. 7m. 28s.; Charles Brignon, 1h. 7m. 17s.; J. Guthrie, 1h. 7m. 14s.; H. E. Sauer, 1h. 2m. 22s.; C. A. Patterson, 1h. 12m. 26s.; John Erickson, 1h. 12m. 26s.; F. E. Spooner, 1h. 2m. 37s.; George K. Barrett, 1h. 10m. 41s.; H. E. Loveday, 1h. 3m. 10s.; M. J. Andrews, 1h. 8m.; S. H. Farnham, 1h. 8m. 55s.; G. P. Washburn, 1h. 8m. 36s.; C. A. Stokes, 1h. 10m. 51s.; W. P. Robertson, 1h. 13m. 13s.; A. S. Bradley, 1h. 9m. 24s.; J. M. Irwing, 1h. 8m. 25s.; C. C. Mead, 1h. 9m.; J. C. Harrington, 1h. 8m. 38s.; A. J. Street, 1h. 7m. 41s.; A. M. Luce, 1h. 6m. 36s.

Lumsden will receive the special time prize, while Bodach will have first choice of a large list of prizes, consisting of bicycles, medals, cyclometers and other sporting goods. He has been riding only about two years, although, in that time, he has made some good records. At the Exposition tournament he carried away one or two small prizes, and his riding of yesterday rather surprised wheelmen. The time of Lumsden is not considered particularly good, for the distance over the same road was made a few days ago in 54m., although in more favorable weather. Had the roads not been so soft, this time would undoubtedly have been beaten. Lumsden says he can beat that record, and that he ought to have done so yesterday.—*Chicago Herald*.

ECHOES OF THE ROAD RACE.

The winner of the road race, W. Murphy, owed a great deal to his wheel, which was a 27 lb. Victor Road Racer. He finished strongly, and thinks he could have knocked a minute off his record.

Miller, of the Riversides, proved somewhat of a surprise. He rode a Columbia Light Roadster. He rode through to Philadelphia on the Century Run of last year, though he had been riding only a few months at the time.

Class rode a 27 lb. Victor and made the very creditable record of 1.33.38.

Bensinger, the winner of the fastest time prize, was a complete surprise. He rode a Light Champion. No one noticed the pace at which he was riding, and some even doubted that the time credited to him was correct, but the scoring was so carefully done that no such mistake could have occurred.

Chas. Murphy, who was mounted on a New Mail ordinary, rode but six seconds slower than Bensinger. His record is remarkable for so young a rider. Had he ridden a light wheel he might have won.

Coningsby did the best work of any man in the race. He rode a 47 lb. Victor safety, a wheel 20 pounds heavier than W. Murphy's, Class', or Borland's mounts, yet he finished only 52 seconds behind the winner. A header, also, lost him some time.

Borland showed marked improvement over his previous form. He took two very severe headers, spraining his wrist and badly bruising himself. He was badly used up after the race, but under the good care of "A. B.," his mentor, he pulled out all right three days after the race. He should keep out of such hard races, as he rides on nervous force.

Hesse, the Kings County's "dark horse," justified all the good things predicted of him, riding the course in 1.32.47, the fourth fastest time. He rode a Columbia.

Putney, of the Manhattans, showed unexpected good form.

Tom Hall bettered his record over the course, but expected to do better.

The three Wilmington cracks, Merrihew, McDaniels and Dampman, were disappointments, and could not go the pace with our boys.

The scratch men did not do so well as was expected. Harry Hall had only trained a few weeks, Wilhelm had only trained a few days, and Baggott was way out of form.

Nisbett, who rode a 25 lb. Demon, geared to 64 inches, with eight inch cranks, pulled off his handle-bar at the eighteenth mile.

In future contests of this kind a new rule should be made to limit the weight of wheels. The men who rode racers had a great advantage; not an unfair advantage, because no restrictions had been made.

The record over the course is: C. E. Kluge's, 1h. 30m., made May 30, 1888. In that race 4 men rode the first five miles under 17m., and 12 men rode it under 18m. In the last race no man beat 17m. for the first five miles, but 19 men rode inside of 18m., a big improvement in the average form.

In the '88 race, Kluge, Baggott and Bradley rode the first ten miles in 34m. 55s., 6 men rode within 35m., and 11 men within 36m. In the '89 race, the fastest time at ten miles was W. Murphy's, 34m. 53s.; only 1 man rode inside 35m., and 9 men rode inside 36m.

At fifteen miles, Kluge, Baggott and Bradley led in 53m. 20s., while 6 men rode inside 54m., and 7 men rode inside 55m. In the '89 race, W. Murphy led at fifteen miles in 53m. 41s., while 2 men beat 54m., and 10 men rode inside 55m.

At 20 miles Kluge, Bradley and Baggott led in 71m. 32s., while 3 men beat 72m., 4 men beat 72m. 30s., 6 men beat 73m. and 6 men beat 74m. In the '89 race the best time at 20 miles was W. Murphy's, 72m. 13s., while 4 men beat 73m. and 7 men beat 74m.

At 25 miles the times of both races compared as follows: '88, 3 men beat 1h. 31m.; '89, no man beat 1h. 31m.; '88, 4 men beat 1h. 32m.; '89, 2 men beat 1h. 32m.; '88, 5 men beat 1h. 33m.; '89, 4 men beat 1h. 33m.; '88, 5 men beat 1h. 34m.; '89, 9 men beat 1h. 34m.; '88, 8 men beat 1h. 35m.; '89, 11 men beat 1h. 35m.

Bensinger rode the last 15 miles in 56m. 9s.; C. Murphy, 56m.; 16s.; W. Murphy, 57m. 20s.; Hesse, 57m. 4s.; T. J. Hall, 57m. 2s.

Bensinger rode the last 10 miles in 36m. 42s.; C. Murphy, 37m. 46s.; Coningsby, 38m. 30s.; W. Murphy, 38m. 32s.

The times of the leaders for each five miles were:

Bensinger.	C. Murphy.	W. Murphy.	Hesse.
m. s.	m. s.	m. s.	m. s.
17.32	17.30	17.19	17.26
18.04	18.03	17.34	18.19
19.27	18.30	18.52	18.11
17.43	18.27	17.32	18.44
18.59	19.19	20.00	20.07

Murphy started 16th and finished 1st, gaining 16 places; Bensinger jumped from 18th to 4th; Hesse, from 23d to 9th; T. Hall, from 28th to 11th; Harry Hall, from 34th to 17th; Baggott, from 32d to 18th.

The handicapping must be judged creditable. The difference between the first 17 men at the start was 15m.; at the finish, 9m. 38s. The difference between the five leaders at the start was 6m.; at the finish, 44s. Six men finished within a minute; 10 men finished inside of three minutes. Of the first 22 men 19 advanced in position from 1 to 17 points.

A SELECTED LIST OF PATENTS.

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

J. F. Breux, Vineland, N. J., Bicycle.
S. D. Reynolds, Nevada, Mo., Bicycle.
A. Easthope, Wolverhampton, Eng., Velocipede.
H. A. King, Springfield, Mass., Velocipede.
E. S. Boynton, New York, N. Y., Wrench.
J. L. Sanford, Albany, N. Y., Wick Trimmer.
All bearing date of June 4, 1889.

FIXTURES.

- 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.—Three-mile Race of Louisiana Cycling Club, New Orleans, La.
- 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. Entries will close June 5, with Frank D. Sturges, Secretary N. Y. A. C., 104 West Fifty-fifth Street, N. Y.
- 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 21, 1889.—House-warming of the Brooklyn Bicycle Club. Tenth anniversary.
- 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 Wm. F. Murphy, 1,255 Bedford Avenue.
- June 29, 1889.—Handicap Road Race of Milwaukee Wheelmen, over Wauwatosa 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.—Two-mile Bicycle Handicap at Washington Park, Fifth Avenue, Brooklyn. Entries close June 26, with F. G. Webb, Treasurer. Prospect Harriers' Race, run under L. A. W. rules.
- 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 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.

NEW HAVEN RACES.

The New Haven Bicycle Club held its annual 5-mile handicap race at the Elm City Driving Park, Thursday, May 30 (Decoration Day), at 3 P. M. A 1-mile safety race and a 2-mile (open) were also run, but none competed but club members. Officers of the day: Club Handicapper—Frank Thompson; Referee—E. C. Bennett; Starter—Capt. W. F. Perkins; Judges—Palmer Field, C. H. Voorhes, and F. C. Kinney; Timers—J. A. Dockendorff, A. N. Welton, Frank Thompson and E. J. Perkins.

FIVE-MILE HANDICAP—H. C. Backus (scratch), 17m. 30s., fourth; F. E. Weaver (scratch), 17m. 25s., third; T. J. O'Tell (1m.), 18m., sixth; G. H. Parkington (2m.), 18m. 50s., first; C. T. Bartlet (2m.), 19m. 10s., second; J. M. Verhoeff (scratch), 17m. 35s., fifth.

This was very good, considering the heavy track and strong head wind on the home stretch. It was a close race between the scratch men. They kept together till the last mile, when Weaver spurred and gradually left the others. The race was won by Parkington, a "dark horse," who got too big a handicap. All our handicap races are won by "dark horses." Backus is our fastest man, but he did not do so well this time, as he has been riding the Star and has changed to the Eagle. He is not used to it yet.

ONE-MILE SAFETY—C. E. Laum, 3m. 10 1/5s., second; A. N. Welter and F. E. Welter (tan-

dem), 3m. 9 1/2s., first; H. C. Backus, 3m. 14 1/2s., third.

This was a fine race from start to finish. Laum started on a spurt and held it for the mile, with the tandem right after him. They tried to pass him four or five times, but could not do it till they got on the home stretch. The tandem spurred for all they were worth, and passed Laum, beating him by about a foot. It was hardly a fair race, as two men were racing against one. Laum rode finely, and should have won the race.

TWO-MILE OPEN—J. M. Verhoeff, 6m. 50s., first; F. E. Weaver, 6m. 52s., second; H. C. Backus, 7m. 3 1/2s., third.

This race was a hot one between Weaver and Verhoeff for first place. Verhoeff had the pole, and kept the lead to the finish, though Weaver was right behind him, and tried repeatedly to pass but could not as the track was rough outside the pole. Weaver was tired, having ridden every race.

The races were the best the club has had for years, and showed us we had lots of good racing material we did not know of. If Meriden still thinks she is the hub of cycling in this state and can get away with us, just let her put an amateur team on the road and we will show the Silver City how we can ride. If she thinks we cannot entertain just ask the four Meriden Club boys that came down to see us on Decoration Day how they enjoyed the hospitality of the N. H. Bi. Club.

Mr. Verhoeff showed lots of pluck in the race. He rode a new wheel, and every time he pedaled his ankle hit the hub and tore the skin, covering his wheel with blood, but he was game to the end.

We had a "smoker" in the evening. A very enjoyable time, though rather an impromptu affair. John Verhoeff gave some fine recitations. Mr. Lehent and Mr. Larom rendered some good vocal selections, Mr. Bartlett did some fine balancing, and Mr. Fields some fancy business on the wheel, while Mr. Rowe did some high kicking.

Mr. G. A. Pickett entered the Providence races, and brought home a Kodak Camera and a revolver.

Yours truly,

ELM CITY.

New Haven, Conn., June 3.

ANNUAL RACES OF WEST END BICYCLE CLUB, ROCHESTER, N. Y.

The Wheelmen at Rochester appear to have been the only ones not flooded out by the rain on Memorial Day. Though the track was in good condition, the wind made its presence felt, and prevented good time being made, while the 1,500 spectators sat and shivered patiently through the entire events. Some two hundred wheelmen, headed by the Fifty-fourth Regiment band, gave a parade highly spoken of, the West End Club leading. The tournament was not only a success in furnishing good amusement for the spectators, but in adding dollars to that most vital part, the treasury. Following is the result of the races:

Half-mile handicap: E. O. Rassicoe, Woodstock (scratch), first; W. S. Campbell, Niagara Falls (scratch), second. Time, 1m. 21s.

Safety novice race: W. F. Gassler, Niagara Falls, first; Frank Chamberlain, Rochester, second. Time, 3m. 22s.

One-mile Monroe County Championship: J. A. Heusner, first; C. J. Iven, second. Time, 3m. 2s.

Novice race, road wheels: E. A. Folsom, Rochester, first; W. H. Whitbeck, second. Time, 3m. 8s.

One-mile open handicap: E. O. Rassicoe (scratch), first; Campbell (scratch), second. Time, 2m. 50s.

100-yard slow race: Won by L. G. Mabbett, Rochester.

Five-mile open handicap: Rassicoe, first; Pratt, Rochester, second. Time, 17m. 58s.

Quarter-mile dash: Rassicoe, first, in 39s.; Campbell, second.

Two-mile State: E. P. Cochrane, first, prize, diamond badge; C. J. Iven, second, prize Kodak camera. Time, 6m. 47s.

One and one-half-mile handicap: Rassicoe (scratch), first; G. F. Kohler, Millersville, Pa. (60 yards), second. Time, 4m. 53 1/2s.

One-mile safety race: G. F. Kohler, first; Gassler, second. Time, 3m. 53 1/4s.

One-mile tandem; Chamberlain and Heusner, first; Campbell and Gassler, second. Time, 3m. 55s.

One-mile consolation: Connolly, first; Pat-chen, second. Time, 3m. 40s.

The visiting wheelmen were given a reception in the evening at the club rooms. Rassicoe, of Woodstock, won five first prizes, and his pretty riding and modest ways made him many friends.

PROVIDENCE, R. I., TOURNAMENT.

Rain the morning of May 30 spoiled the track at Narragansett Park, and it was in wretched condition when the events in the bicycle and athletic tournament of the Rhode Island wheelmen were called at 2 o'clock. Some 2,000 spectators were present, however. R. H. Davis and E. A. Bailey, the Harvard Club safety cracks, were on hand, but were barred from racing, the Chairman of the L. A. W. Racing Board having suspended them from the race track until August 1, for contesting on safeties with ordinaries in the intercollegiate games at Berkeley Oval on the 11th inst.

The one-mile novice race was won by G. A. Armstrong, of Boston; L. L. Clark, New York, second; W. C. Miller, East Greenwich, third. Time, 3m. 36 1/2s.

The two-mile national L. A. W. championship was contested by J. P. Clark, of Dorchester; Mont Scott, of Providence; A. C. Banker, of New York; Ludwig Forster, of Hartford; G. M. Worden, of Boston, and W. E. McCune, of Highlanddale, Mass. Worden and McCune dropped out, and the others finished in the order above given—Clark first. Time, 6m. 58 3-5s.

G. A. Pickett, of New Haven, was given the two-mile safety, Davis and Bailey, his only competitors, being under suspension.

Scott won the three-mile State championship. Time, 11m. 24s.

Ludwig Forster, of Hartford, won the one-mile bicycle open; J. W. Schoefer, of New York, second. Time, 3m. 31 1-5s.

W. S. Doane won the one-mile safety handicap; Pickett second. Time, 3m. 23s.

Scott won the one-mile State safety championship. Time, 3m. 53s.

The one-mile handicap was won by G. A. Armstrong, of Boston, 200 yards; Clark, of New York, 175 yards, second; Worden, of Boston, 150 yards, third. Time, 3m.

In the mile tandem safety handicap Clark and Benson, of Dorchester, won. Time, 3m. 18 1/4s.

Doane and E. W. Bailey won the tandem safety open. Time, 3m. 34 1-5s.

The team race was won by the Dorchester team—Clark, Benson and Armstrong—with 18 points; Hartford Wheel Club, 14 points; Berkeley Athletic Club, 13 points.

BICYCLE RACES AT NORTH ADAMS MASS., MAY 30.

In the 1-mile there were three entries, Grant, French and McLaren; Grant won in 3m. 32 1/4s. 1/2-mile dash; McLaren and Card; McLaren won in 1m. 45s. 1-mile handicap; three entries—McKee, Lassar and Shields; McKee won in 3m. 46 1/4s. Club championship, 1-mile; French, 1; Pierce, 2; McLaren, 3; time, 4m. 7s. In the novice Lassar won in 4m. 13s.

3-mile, County championship; five entries—McKee, Grant and Brady, of Pittsfield; McLaren and French; French, first; time, 11m. 45s.

ANNUAL TWENTY MILE CYCLE RACE BETWEEN NEW BEDFORD AND TAUNTON WHEELMEN.

The challenge cup annually raced for by New Bedford and Taunton bicyclists was raced for May 30, on French Avenue, distance twenty miles. Five members of each club contested, and ten points were given for the first man, nine for the second and so on. The score is as follows: Anthony of Taunton, 10, time 70m. 6s.; Hyland Smith of New Bedford, 9, time, 1h. 10m. 7s.; Rogers of Taunton, 8; Robinson of Taunton, 7; Dunham of New Bedford, 6; Chase of New Bedford, 5; Parlow of New Bedford, 4; C. G. Rogers of New Bedford, 3; Bolton of Taunton, 2; Hardy of Taunton, 1. Total, Taunton, 28; New Bedford, 27.

ENGLISH RACE PATH NOTES.

THREE NEW AMATEUR RECORDS.

At the Catford Meet, held May 18, some rare sport was seen. The novice mile attracted 142 entries, and was won by a 200-yard man in 2m. 38s. The half-mile open was won by A. R. Salisbury, 80 yards, in 1m. 13 2-5s. In the first heat of this race, W. C. Jones rode a quarter mile in 37 3-5s. and the half mile in 1m. 16 1-5s., supplanting the previous safety records of 39 3-5s. and 1m. 17 1-5. The heats of the open quarter-mile scratch race produced three fast times: Heat 1, Mayes, 38 2-5s.; heat 2, E. Osmond, 39 2-5s.; heat 3, Adcock, 39 3-5s.; heat 4, F. J. Osmond, 37 3-5s. In the final heat Osmond made a great race, winning in 37s., record for the standing quarter; Mayes second by seven yards.

TWO-MILE ORDINARY BICYCLE RECORD.

On May 21, on the Coventry track, W. A. Illston made a successful attempt to lower the two-mile amateur record for an ordinary bicycle. The times made were: Quarter-mile, 40 1-5s.; half-mile, 1m. 18s.; three-quarters of a mile, 1m. 57 3-5s.; one mile, 2m. 34 3-5s.; one mile and a quarter, 3m. 14 2-5s.; one mile and a half, 3m. 53 1-5s.; one mile and three-quarters, 4m. 33 1-5s.; two miles, 5m. 12 1-5s. This is ten seconds faster than F. J. Osmond's record, made at the Crystal Palace, September 25, 1887. Timekeepers: H. Sturme, S. Golder and E. H. Godbold. The pacemakers were F. W. Allard and G. R. Adcock. Rowe's record is 5m. 11s.

"BICYCLING NEWS" CACKLE.

From the American papers we learn that William Windle, "the Wonder," (that's what they call him) the youth who is "second only to Cortis," etc., etc., and who has actually ridden a mile in 2m. 45s., or, was it 2m. 43s.? IS going to race this year, and this statement has been made and denied any number of times. Since "Ducker's Buffalo post" of last autumn we wait for further developments. Why not send Windle over to England to convince us? Perhaps Rowe's experiences are not encouraging to "the Wonder." By the way, we note that our own Richard-Howell is the other name, you know—is quite ready to "do up" any visitors. Now, then! You on the other side! Haven't you a professional "Wonder" who is good for 2m. 40s. or so, with lots of shels?—this is a *sine qua non*. If so, start him along, and don't keep Dickon waiting.

Yes, we do call Windle a "Wonder"—that is, the backwoods papers do. On the other side they don't call Osmond a wonder, they call him "Hillier's man," "Hillier's pet," etc. Windle's speed is 2m. 43s., and there is nothing very wonderful about it either. We hope that the N. Y. A. C. will send Windle over, but not to convince you. If Windle waited to convince you—of what, we know not—he might never return. Took us nearly two years to convince you about the Rowe records, besides Windle will not bother with you. You would find him a large-sized, fresh-faced, firm-lipped nineteen-year-old boy, rather shrewd, and singularly free from flies and fads.

INDORSEMENT OF THE RACING BOARD'S CHAIRMAN.

The following, from the columns of the *Providence Sunday Journal*, may be looked upon as voicing the sentiment of representative Rhode Island wheelmen concerning the Chief Consul's action at Providence, May 30. If any paper in Providence knows whereof it speaks it is the *Journal*, with thirteen cyclists on its staff and all departments, from business manager to office boy, represented. This paper took a personal interest in the success of the tournament at Narragansett Park, and the wheelmen there are to be congratulated on so enterprising an assistant:

"Rhode Island's Chief Consul, Charles S. Davol, showed himself the right man in the right place as Chairman of the National Racing Board, when he announced the suspension of Davis and Bailey, of Harvard, Memorial Day. The suspension of the two men before the tournament began killed one event and took much of the interest from two others, but the Racing Board's Chairman was plucky enough to sink his sympathies with the tournament and his own club and go ahead and take the only square step that was left to him, which was to suspend the men without waiting to give them a chance for the sake of the tournament to race. The Racing Board has more backbone and purpose to it this season than it has shown since Mr. Bassett had the helm, and nothing has more clearly demonstrated its honesty and lack of prejudice or personal interest than this episode at the Park. Some of the boys kick because the races were hurt, and avow, with charming ignorance of the plain duty in the case, to say nothing of the fitness of things, that the suspension might just as well have been made at the close of the tournament. But the Chief Consul is all right in his position with thinking wheelmen, and a little growling at home can be better stood than to have had the whole country sit down upon him, to say nothing of the injury to its integrity that the Racing Board would have suffered."

YORK CO. MEET AT BIDDEFORD, ME.

On May 30 bicyclists from different parts of the Pine Tree State arrived in the city to take part in the annual York County Meet. One hundred and fifty wheelmen took part in the parade. After Biddeford and Saco's principal streets had been traversed the cyclists made a run to Old Orchard, where a sumptuous repast was spread. They then returned to Saco and betook themselves to the trotting park.

At 2:45 o'clock the rain poured down in sheets, but the bicycle races commenced in the presence of over a thousand spectators. The first race called was the club race, open to York County wheelmen, one mile, best two out of three heats. Prizes, championship cup, Kirkpatrick saddle, pair of bicycle shoes. The participants were R. A. Fairfield, of Saco; Walter L. Ayer, George M. Leavitt and Nathaniel Adams, of Biddeford. In the first heat Leavitt led in time of 4m. 12s.; Ayer at the start fell from his bicycle, but came in second, Adams third. The second heat was won by Leavitt in 4m. 8s. In the final heat Leavitt also won. The safety race proved interesting. This was open to all safety riders in the State, half-mile, best two in three heats. Prizes, pin, silk umbrella, box of Havanas. At the start Cobb fell from his machine, but, regardless of the starter's signal, the boys went the half-mile. This was not scored, so the first heat had to be started over again. West, of Portland, made an easy win, coming in first in 2m. 2½s.; Cobb, of Biddeford, second, and Alexander, of Portland, third. The next half-mile safety heat was again easily won by West in 1m. 58s. Cobb and Alexander again mounted, and had one of the prettiest runs of the afternoon, Cobb winning in 2m. 45½s.

The State race was next called. This was one mile, open to all amateur riders in Maine, best two in three heats. Prizes, Victor cyclometer, Bower's bicycle lantern, traveling bag. Participants: A. Fairfield, Saco; C. S. Wyer, Fairfield; Edward Stetson, Lewiston; Nathaniel Milliken, Biddeford; John Lawrence, Biddeford; F. M. Brown, Portland; Nathaniel Adams, Biddeford. Wyer came first over the tape in 4m. 13s., Lawrence, second and Nat Milliken third. There were seven entries for the first heat and three for the second. Lawrence took a tumble when near the quarter-mile mark, and many thought that Dwyer ran him down. Lawrence did the distance in 4m. 31s., with Milliken second. This made a tie between Lawrence and Milliken for the second prize, which was run off. Lawrence beat the record of the afternoon by making the mile in 4m. 2s.

The mile race for Pope cup, open to all, was won by C. S. Wyer, of Fairfield, the only contestant, who made a record of 4m. 6s.

Chief Consul G. E. Dow, of Portland, was referee.

The games of the Manhattan A. C., which were to have been run June 1, are postponed to June 8.

N. Y. State Intercollegiate A. A., at Albany, May 24—Two-mile bicycle race, won by H. D. Kittenger, Hamilton, in 7m. 37s.; C. W. Hills, Union, second.

De La Salle Institute, on grounds of M. A. C., N. Y., May 31—One-mile bicycle, won by S. Campbell, in 4m. 2-5s. Half-mile bicycle race, won by J. R. T. Ryan, in 1m. 57s.

St. Paul's School A. A., at Concord, N. H., May 28-29—Juniors 1-mile bicycle, won by H. D. Kountze, in 3m. 36s. Seniors 2-mile bicycle, won by C. C. Goodrich, in 8m. 33-5s.

John M. Draper, of the Pennsylvania Bicycle Club, starting from scratch, took the 1-mile bicycle handicap at the Y. M. C. A. Sports, at Philadelphia, May 30. Time made, 5m. 53½s., which would indicate a very slow track. E. Woolman, 40 yards, second.

TIMES MADE AT SCHOOL SPORTS.

N. E. Interscholastic Association, at Cambridge, Mass., May 30—One-mile bicycle, won by F. L. Olmsted, Roxbury Latin, in 3m. 16 1-5s.; Fred. Johnson, Worcester Academy, second.

A. A. U. CHAMPIONSHIP ENTRIES REOPENED.

The 2-mile A. A. U. Championship will be run next Wednesday, at the N. J. A. C. Grounds, at Bergen Point. Entries close Saturday with F. W. Janssen, P. O. Box 125, New York City.

At the spring meeting of the Pullman A. C., held at Pullman, Ill., June 1, the 1-mile bicycle was won by Fred. Nelson in 3m. 24-5s., F. Griggs, second. A 3-mile bicycle race had been put down to take place, but not enough contestants (three being needed) were entered to run it off.

The 1-mile bicycle race between M. J. Bailey, of the Century Wheelmen, and Theodore A. Schaeffer, of the Pennsylvania Bicycle Club, came off May 30, on the University Athletic Grounds, Philadelphia, and was won by Bailey in 3m. 12 4-5s. There was a stiff breeze blowing. It was a closely contested race and Bailey only won by a few inches.

The Amateur Athletic Union championships, postponed from Saturday last, will be held Wednesday, June 12, at the N. J. A. C. grounds, at Bergen Point. The entries for the 2-mile bicycle race are: W. E. Crist, Columbia A. C.; Washington, D. C.; A. C. Banker, Berkeley A. A.; L. L. Clarke, Berkeley A. A.; W. W. Windle, N. Y. A. C.; A. B. Rich, S. I. A. C.; F. G. Brown, N. J. A. C.; E. P. Baggot, N. J. A. C.; C. E. Kluge, N. J. A. C.

AT SPORTS OF N. J. A. C. HELD AT BERGEN POINT, N. J., ON

MAY 30

One and one-half mile bicycle race—Won by A. A. Zimmerman, Freehold, N. J., 200 yards, in 4m. 25 4-5s.; S. B. Bowman, N. J. A. C., 120 yards, second; W. Schumacher, L. J. W., 115 yards, third.

Three-mile bicycle race—W. Schumacher, 180 yards, first, in 9m. 33 2-5s.; A. A. Zimmerman, 300 yards, second; F. G. Brown, New Jersey A. C., 150 yards, third.

HUNTINGTON, L. I. RACES, JUNE 12.

The bicycle races to be held at Huntington, L. I., on June 12, are deserving of the attendance of wheelmen in this city and vicinity. They will be started punctually at 1:30 P. M., giving plenty of time to take the 4:30 train back to New York. Some fifteen of our best-known wheelmen, among whom are Bowman, L. L. Clarke, Wise, Miller, Schoefer, Brown, Class, Murphy, Baggot and others, are entered up to date, and good sport is promised. The Huntington boys claim one of the best tracks in the State. Entries close with S. C. Ebbetts, Huntington, June 8.

MINNEAPOLIS WHEELMEN ANXIOUS TO RUN A RACE FOR THE STATE CHAMPIONSHIP.

The following challenge explains itself and puts the St. Paul wheelmen in a position where they must race or yield without a struggle:

To the Sporting Editor of the *Tribune*:

There has been a great deal of talk one way and the other, and numerous squibs and defies published in the papers as to which of the twin cities have the fastest bicycle riders. To settle all speculations, we hereby challenge any amateur team in this State, St. Paul preferred, to run us a race any distance, on road or path, for the championship of Minnesota. The losing team to furnish a cup or trophy, the value of which shall be mutually agreed upon, as shall also the time, place, distance and judges.

J. R. STOCKDALE,

COLIE BELL,

E. J. HALE,

Minneapolis Bicycle Club Racing Team.

—*Minneapolis Tribune*.

THE WINSTED WHEEL CLUB'S LITTLE UNPLEASANTNESS.

From all accounts, the ambition of one man in the Winsted Wheel Club to, *Pooh-Bah*-like, fill all offices, and be accountable to no one, resulted in their proposed Meet Decoration Day being declared off. It is not necessary to mention this particular member's name, suffice it to say that he is a well-known racing man, and was quite conspicuous at the Hartford Meet last September. At his own request he was appointed Finance Committee, but failed to render an account of funds collected. Not satisfied with this achievement, he also took the business of the Press and Race Committees in his own hands. At this point the Club "kicked." A meeting was held and the coming Meet given up. The over-ambitious member is left in the cold by all other members, and there is even talk of expelling him. We are sorry the Club was obliged to abandon the races, but experience is always valuable, even at a high price.

THE RAMBLERS' CENTURY.

Captain Dietzer, of the Buffalo Ramblers, issues the following notice:

The annual century run of the Ramblers will be made on Sunday, June 9. Will leave Buffalo by Lake Superior Transit Co's steamer; meet at foot of Main Street, at 6.15 prompt. I have decided to go by above route, principally for reasons of economy, as it is impossible to get a reduced rate by rail. Fare will be \$2.50, including berth and breakfast. Breakfast will be served previous to our arrival at Erie, which will be about 3 A. M. One hour will be given at Erie to "stretch." Start for Buffalo at 4 A. M. First stop will be made for second breakfast at 8 A. M. Leave Westfield at 8.30. Next stop will be made at Angola at 1 P. M. A short time will be given the members at Silver Creek Hill to recuperate, and ponder upon the possibilities of winning the medal I have offered to the world renowned "scorcher." One and a half hours will be given for dinner at Angola. The route from Bay View will be via Limestone Hill, Smith Street, Filmore Avenue, Utica Street, to Main Street, arriving at club rooms at 6.30 P. M., thus finishing a run that any one can look back upon with pride.

NOTES FROM THE CITY OF BROTHERLY LOVE.

Well, on Decoration Day Philadelphia had the much-talked-of interclub run, held under the auspices of the Associated Cycling Clubs. This run has been talked and planned for some time, but it was not until about ten days ago the committee fully decided to proceed with the venture.

The day opened raw and disagreeable, but by ten o'clock, the time set for the start, old Sol had dispelled the ominous-looking clouds, and the day promised to be all one could ask. Shortly before 10 the Mt. Vernons made their appearance at the Pennsylvania Club House, shortly followed by Philadelphia South End, Century and Tioga. At 10:30 all started off under command of Mr. P. S. Collins, Vice-President of the A. C. C., Captain W. C. Smith, of the Philadelphia Club, following with 10 men; the Pennsylvania Club, with 20 men, under command of Captain William D. Supplee; Century Club, Captain E. G. Carter, with 22 men; Tioga Cycling Club, Lieutenant Winfield Van Dusen, with 5 men; South End Wheelmen, Captain C. A. Dimon, with 17 men, and the Mt. Vernon Wheelmen, Captain Scott, with 11 men, order mentioned being order of the organization of the different clubs. The route lay through the Park, Montgomery Avenue and Lancaster Pike to Devon, where, at Devon Inn, a most sumptuous repast had been provided. After the enjoyment of that, the start was made for home. The run was pronounced a decided success, and I think it an advisable scheme to follow the custom at least once a year.

By the way, I understand the Century Club are to lose their Captain. This move is taken as Captain Carter intends spending most of his time away this summer, and does not feel justified in holding the position. Much regret is expressed, as under the command of the present genial Captain club runs had been on the boom.

The Pennsylvania Club have announced the following club runs for the balance of this month:

June 8—100-mile run from Orange to Philadelphia; on the afternoon of the same day those unable to get off for the run will assemble at headquarters and ride to meet the party.

Sunday, June 9—No regular run has been announced as yet, the day being reserved for the entertainment of the visiting wheelmen.

Thursday, June 13—Moonlight run to Wayne.

Sunday, June 16—Ambler.

Sunday, June 23—Phoenixville.

Sunday, June 30—Downingtown.

For the 100-mile run some ten or twelve men have signified their intention of participating, the party to leave Philadelphia on the midnight train, reaching Newark shortly after 3 A. M. I hope they will not be too tired to make the start at 4 A. M.

The League Meet promises to draw quite a number of wheelmen from Philadelphia. The Century Club anticipate taking some forty men, while Pennsylvania will probably be not far behind. The other clubs will no doubt all turn out fair delegations, so I would not be surprised to see 200 men from our city on hand.

On Sunday, June 2, the Pennsylvania Bicycle Club with twenty-three men ran to Chester, where dinner was served at the Cambridge Hotel. Some fifteen of the Wilmington men also made headquarters at the same place, and as Captain S. Wallis Merrihew, B. Frank McDaniels, Charles and Fred Elliott were among the Wilmington men, we heard much news concerning the great 25-mile road race. Oh! the "ifs" and "whys" were thick. To tell the truth we were surprised at the result, as some of these men were looked to as ones likely to be in the first batch; well, better luck next time.

To our agreeable surprise the Pennsylvania railroad has issued orders that hereafter all bicycles, tricycles and tandems, be carried free when accompanied by owners. This is certainly a feather in the caps of the Associated Cycling Clubs, who have worked hard and faithfully to secure this, their aim. Especial thanks I feel are due President W. R. Tucker, and Secretary-Treasurer J. R. Lincoln Edwards, for their untiring efforts, which have succeeded so well.

"Pennsy" is still heard from in the *Athlete*, but still persists in treading on the boys' toes. Look out, young man, or you will be 'sot on' some time and rather hard, too, I fear.

On Thursday evening the Pennsylvania club hold their regular monthly meeting, when the revised by-laws come up for action. As a number of changes are proposed, a good attendance should be assured.

On Friday evening the Century Club also hold their monthly meeting, when the question of lady membership will be brought forward again. Since the club have now admirable facilities for the fair sex, it seems a shame the motion should not pass, and I trust this time the kickers will be overcome.

On Decoration day, the great Bailey-Schaeffer race came off at the University grounds, Bailey winning by some four yards. On the same day, Draper, Pennsylvania Bi. Club, won the 1-mile open at the Y. M. C. A. games held on their grounds, 44th Street and Elm Avenue.

Oh, My! I would like to see Thompson and Halstead have a go at any distance. I have not had the pleasure of meeting Mr. Thompson or seeing him ride, but I have a little to wager on the boy from the East.

Well, wishing that my time would allow of my participating in the 100-mile run (but unfortunately it will not), I must rest content with the anticipation of riding out on Saturday afternoon to meet the party. Wish them good weather, roads and a clear sky. WESTFIELD.

PHILADELPHIA.

What was without doubt the largest body of local wheelmen ever seen in Philadelphia, participated in the interclub run to Devon, on May 30th. The scene around the Pennsylvania club-house in the morning was exceedingly lively, and many were the compliments passed on them by the jolly crowds bound for a day's pleasure in our grand park. When shortly after ten o'clock Vice-President Collins of the A. A. C.'s gave the signal to mount, and fully a hundred wheelmen were under way, a hearty burst of applause spread along the line of admiring spectators, and as they passed through our great pleasure ground, looking neat and trim, no doubt many a manly breast was filled with a feeling of envy, or a longing to be with such a jolly looking lot of fellows, and many a fair maid turned from her less fortunate escort to wave a dainty kerchief at the fast receding line of wheelmen. After a very pleasant ride of nineteen miles they arrived at Devon Inn shortly after twelve o'clock, where, after a

"wash up" and a little rest, they sat down to a truly sumptuous repast. At three o'clock they all started homeward, all the way on the pike picking up some club man or other, so when they reached the city the line had swollen to a pretty large turnout, almost 150 men being in line. After leaving the Pennsylvania and Philadelphia boys the remaining cyclists met the Century crack, Bailey, and much to the surprise of the pedestrians, gave him a rattling hurrah in honor of his victory in the morning. Every one present voted the thing a big success and all hoped for a repetition in the near future.

The long talked of Bailey-Schaeffer race came off on May 30, at 10.30, on the Univ. of Pa. track; both men seemed to be in first-class condition, though it was noticed that the Pennsylvania man was nervous at the start, while Bailey, the Centurion's hope, was as cool as a "vet." When Mr. Perret, the well-known sprinter, sent the racers off, it was soon evident that neither wanted to make the running and, as expected, it turned out to be a waiting race until the decisive lap. The first quarter was finished with Bailey slightly in the lead in 55s.; the second in 1m. 40s.; the three-quarters in 2m. 32s. and then the real racing began. Schaeffer quickly shot to the front and soon led by two laps. This order was kept up for about an eighth of a mile, when Bailey made his effort; inch by inch he crawled up to his opponent, finally passing him and when they came into the straight it was seen that Bailey had the race well in hand, finally coming in four lengths ahead in 3m. 11 4-5s. A telegram was sent out to Devon to his club mates notifying them of the result, and was read out while at dinner amid much applause.

Whitesides' mileage for May is 530 miles, and so far this year he has ridden over 1,200 miles.

Louis Kolb is seen out riding frequently on a tandem bicycle, with a very charming young lady occupying the front seat. My! how the boys envy him.

Philadelphia, June 4, 1889.

ARGUS.

K. C. W. NOTES.

Were we there? Well, rather. Where? Why, at the great twenty-five mile handicap road race. And what a time! It seemed as if none but Kings County men could cross that tape, and how the boys did shout! Just look at the list below, and judge whether the K. C. W. boys know how to ride, and four of their best men, Wilson, Beazeley, King and Morehouse absent.

Mr. Ammerman copied the following list and times from the New York Herald. Consider the race a team-race from scratch, then the rider with the fastest time is first, and scores his points in accordance:

Pos.	Names.	H.	M.	S.	Points.
1.	J. Bensinger, K. C. W.	1	31	43	20
2.	C. Murphy, K. C. W.	1	31	49	19
3.	Wm. Murphy, K. C. W.	1	32	05	18
4.	F. B. Hesse, K. C. W.	1	32	47	17
5.	T. J. Hall, Jr., K. C. W.	1	33	04	16
6.	W. G. Class, B. C.	1	33	38	15
7.	H. J. Hall, Jr., K. C. W.	1	33	53	14
8.	E. P. Baggot, H. C. W.	1	33	56	13
9.	F. Coningsby, B. C.	1	33	57	12
10.	F. M. Dampman, Wilmington.	1	34	00	11
11.	J. F. Borland, B. C.	1	34	51	10
12.	B. F. McDaniels, Wilmington.	1	36	07	9
13.	C. A. Elliott, Wilmington.	1	36	17	8
14.	R. W. Steves, K. C. W.	1	36	44	7
15.	F. R. Miller, R. W.	1	37	13	6
16.	S. W. Merrihew, Wilmington.	1	38	54	5
17.	W. H. Putney, M. B. C.	1	40	04	4
18.	N. F. Waters, B. C.	1	41	39	3
19.	F. B. Elliott, Wilmington.	1	43	49	2
20.	E. Van Wagoner, Newport.	1	47	52	1

Take the total of the K. C. W. men as a team of seven and the total of the seven highest not Kings County, and compare.

Seven Kings County total..... 111

Seven next highest, without regard to club..... 78

How is that for a team in an open race, and, as I said before, four of our best men absent?

The riders say that the road was in the best condition they have ever seen it, and so the committee of arrangements deserve the thanks of all.

WHAT THE BOYS SAY.

Bensinger (truly modest)—"I am glad I rode so well, and you are all pleased. The cup is a dandy. That Light Champion was a great help."

Chas. Murphy—"Only six seconds, but I could not quite do it. Glad it was Ben."

W. F. Murphy (the winner)—"Wish the wheel-room was larger. Will have to give my safety away. That New Mail was a Victor."

F. B. Hesse—"Wish the handicappers had not used me quite so hard, but it is all right. Our boys got about all there was."

T. J. Hall, Jr.—"I thought the Penn. boys would ride better, so let them cut the pace. Shall know better next time."

W. G. Class—"That is a beautiful clock. Had my eye on it all along."

H. J. Hall, Jr.—"In no condition. Rode better than I expected. You should see that Jersey."

R. W. Steves—"Who wants to buy a lamp?"

What we all say is that the race was the greatest on record, the result all we hoped for; and we all hope the promoters are as well pleased with their work as we are.

I understand that T. J. Hall, Jr., has challenged Harry Hall to a road race over the Irvington-Millburn course. If Harry gets into his old form by the time the race comes off there will be some fun. If not, Tom will have it all alone. Anyway, I shall be on hand to shout for the victor.

Among the prizes for the K. C. W. races are gold and silver watches to first and second in the handicaps, medals and useful articles in the other events. Many of the fastest men in the country have already sent in their entries, but this need not keep younger riders from trying for racing honors. Many of the events are handicaps, and in these all are on an equal footing. The track is four laps to the mile, and of clay surface. We fully expect to see the Brooklyn record of 2.57 broken.

A. B. Rich will again appear on the path, and has selected the meet of his old club, the K. C. W., as the one to be first honored. His old competitor, E. Valentine, will also try once more on the same dates. This return to the path of two such riders shows that time does not dull the taste for competition.

BROOKLYN, June 5, 1889.

RAM LAL.

BROOKLYN NEWS.

The great twenty-five mile road race is an event of the past, and Brooklyn scooped in a very fair percentage of the prizes, consequently Brooklyn wheelmen are beginning to think they have about as good racing material as the average riding district of its size can show up. The prizes were very handsome, and the winners of them may well feel satisfied. Borland of the B. B. C., is perhaps the only man who is not satisfied, as he took a bad header in the early part of the race, which resulted in several contusions on the shoulder and hands, and a slight dislocation of the wrist. Notwithstanding his injuries, he rode to a finish, and a very good one at that, considering the difficulties of riding, after such a fall.

Fuller, Allen, Raymond and Cole, B. B. C., enjoyed a run in the Oranges on Sunday, and reported on their return that the Pennsylvania R. R. has issued a new rule, following the lead of the D. L. and W. and other roads, and removed the charges for carrying wheels, when accompanied by a rider. This will be heartily welcomed by a great many Brooklyn men who frequent the Oranges, and who find the Pennsylvania road more convenient on account of the Annex, and the frequency of trains. However, the boys should remember that the D. L. and W. and Erie roads have favored them in the past, when the Pennsylvania strictly enforced its charges. I believe in returning favors, when it is in one's power to do so.

I have been unable to obtain the official military report of the experiment with bicycles at the 13th Regiment bivouac, held at Richmond Hill last week. I had hoped to obtain the full report for this week's letter, but can only inform you that the innovation was considered very favorably.

The next cycling affair of interest on the *tapis* is the great Century run at Philadelphia. The arrangements are all perfected and the only thing needed to bring it to a successful finish is a good day. The writer met Clarke the other day, and he is wearing away his usually prominent *embonpoint*, in worrying about the weather. Let us all hope that the point in question may be favorably decided, for we shall want him again next year to manage the Century run of 1890.

Another topic of conversation is the race meetings of the K. C. W. and L. I. W., which are to be held on June 15 and 29 respectively. Nearly all the Brooklyn crack riders are entered in more or less of the events, and some fine races are expected. The Prospect Harriers are to hold their games on July 4, and a bicycle race is included in the programme. Entries should be sent to F. G. Webb, Treasurer, No. 736a Union Street, Brooklyn. Prizes will be silver watches to first and second, and a third prize not yet decided upon.

The K. C. W. and B. B. C. baseball nines will play a second game at the Parade Grounds on Saturday, June 8, at 4 P. M.

Brooklyn, June 6, 1889.

BIRMINGHAM, ALABAMA.

EDITOR OF THE WHEEL:

When I was at the University of Virginia, I belonged to a Greek letter fraternity, and far be it from me to say aught against the brotherhood, the remembrance of which is among the happiest of my college days. But I could not help being struck with a little incident recently. About a month ago, I had occasion to write to a member of my fraternity in a neighboring city. I had never met him, but presuming on belonging to the same club, I asked a favor of him. By the same mail I also wrote to a wheelman, whom I did not know, asking him for some information about the roads in his vicinity. The wheelman wrote me a four-page letter and told me all I wanted to know. I have never yet heard from my fraternity man, though if he had not gotten my letter it would have been returned to me. Wherefore I am led to believe that the fraternal spirit among wheelmen is certainly very strong, and somewhat akin to Freemasonry.

Did you ever notice the expression of the driver of a watering cart, as he goes along and covers the face of the earth with mud? Specially when he encounters a wheelman, he puts on a look of fendish delight. There is one consolation, however, that bicyclists can have about the water-cart man, and that is that there is only one place such a devilish expression can take a fellow when he goes hence.

The average rainfall of Alabama is 56 inches, which makes it one of the rainiest States in the Union. I do not know at all accurately, but since January 1 the rainfall cannot have much exceeded 6 or 8 inches. So in the next seven months we may look for a flood. The dust now is so deep, and has been for several weeks, that there is no pleasure riding.

The party of Georgia tourists will arrive here the morning of June 5, unless some unforeseen accident happens. Mr. Ingram, the pilot of the party, is an old and experienced rider, and if anybody can he will bring them through all right.

Will some rider of a safety kindly say what is the effect of riding a low wheel in windy weather as compared with an ordinary? I ride a forty-eight inch wheel, and I find it very disagreeable to ride in a wind. Possibly the wind does not have so much effect on a safety.

May 29, 1889.

L. D. A.

CYCLING IN WAPPINGERS FALLS.

Decoration Day was a gala day for the wheelmen of Wappingers Falls, N. Y. In the morning at 9:30 there was held a bicycle parade through the principal streets, with fifty-four wheels in line, including fifteen members of the Wappingers Wheel Club. The afternoon was devoted to viewing the road race starting from Poughkeepsie to turn at Wappingers Falls and return to Poughkeepsie, a distance of sixteen miles. The following started at 3:17 P. M.: D. L. Walker, Ed. Cashin, V. T. Woodfield, C. Hurley, M. Farrell and I. Halliwell, of Wappingers Falls; T. W. Roberts and H. Von der Linden, of Poughkeepsie, and E. Van Benschoten and Jno. Van Benschoten, of Freedom Plains. Woodfield held the lead the first three miles. After that the Van Benschoten Brothers led to the finish. The order at the finish and time made was as follows: J. Van Benschoten, first, in 1hr. 2m. 11s.; E. Van Benschoten, second, in 1hr. 2m. 14s. 5s.; E. Cashin, third, in 1hr. 3m. 4s.; I. Halliwell, fourth, time not taken.

The surprise of the day was the place taken by E. Cashin, who has ridden but three months. His mount is a Victor safety, and on that he captured a fine gold medal and the championship of Wappingers Falls.

BOSTON WHEELMEN'S DAY OUT.

Not enough rain fell Decoration Day to prevent the thousands of Boston cyclers from carrying out their plans for a day's outing on the wheel. The roads were thronged with the pedal-pushing fraternity throughout the day. Eight hundred and thirty-two were counted wheeling through the main entrance of Chestnut Hill reservoir before 3 P. M. Other favorite resorts were as liberally patronized, and it would be safe to believe that only a very few of the estimated 15,000 wheelmen in Boston remained at home.

The majority wheeled to places distant from twenty-five to fifty miles from the city, and, of course, they all got more or less of a ducking. During the afternoon cycles seemed as numerous on the Mile ground and Beacon Street as were carriages. The good roads through Brookline, Longwood and the Newtons were sped over by hundreds of flyers. The sandpapered roads near Milton were also seemingly in much favor, and it would be difficult to estimate the number of riders on the smooth highways of the suburbs north of the city. More than 200 dined at one hotel in Salem, and the proprietors of hostleries in Lynn, Marblehead, Gloucester and other towns had all they could attend to. The host of the hotel at South Natick was visited by more cyclers in quest of dinner than his big dining hall could contain, and the same was true of the hotels at Sharon.

About 100 Boston wheelmen attended the races at Providence. Several clubs, including the Rovers, of Charlestown, and the Brooklines, rode to Providence on their wheels. The others went by train. A few Boston men went on to New York to attend the road race, and some went to the Meet at Biddeford, Me.

The Boston Bicycle Club has had an outing Memorial Day annually for the past ten years. The excursion yesterday was to North Weymouth, and a very enjoyable trip it proved. The run was made jointly with members of the Town Club, and it was at the fishing box of President Everett, of the latter club, that all were entertained. Captain Kendall and a number of the bicyclers rode there on their wheels, and the Town Club men reached their destination on a four-horse drag and on several yachts. The latter battled with contrary winds and failed to appear until late in the afternoon. The few hours passed in the enjoyment of Mr. Everett's hospitality were most pleasant.

A pleasant feature of the day was the picnic of the Middlesex Cycling Club at Lynnfield. About half a hundred lady and gentlemen cyclists gathered there and had a merry outing. A band of Somerville clubmen had a hard ride over muddy roads to Downer Landing, but the fun on arriving there fully repaid them for all their labor. The Dorchester, Hyde Park, Milton, Roxbury, Maverick, Jamaica Plain, Medford and Cambridge clubs all had well-attended runs to various resorts.—*Boston Herald.*

CINCINNATI.

For the last two Sundays the wheelmen of this city have been disappointed by cold and rainy weather regarding the road race from Ivorydale to Glendale and return. The race is a handicap with some of our best riders entered, and is now set for June 9. Indications point to B. Burroughs and F. Koppes winning first and second places respectively. Prizes offered are handsome gold and silver medals.

The Championship Club race of the Cincinnati's comes off June 16, and there is much rivalry among the boys. Harry Buckles is developing an alarming muscle by daily riding over granite sets, and may prove to be a "dark horse" in this race. Previous records will surely be broken.

Nothing is more popular among the boys than meeting at Bennett's store Sunday afternoons and taking a short run into the country. The run most frequented has the most places of refreshment on it, and is called Clinton Avenue. While refreshing our thirsty selves a few Sundays since, the following fairy tale was sprung on us by Will Krienan: "Once upon a time a rider was coming down Race Street, when riding at a lively gait he collided with a passer-by. Both men stopped abruptly and after the mutual surprise was over and they had been dug out from the wheel, each stared solemnly at the other. The pedestrian first broke the silence, 'I was in the wrong,' said he, 'I did not see you coming, accept my apologies.' They were accepted, and both men went on their way, sadder but wiser." No, we were not taking anything but ginger ale.

Mr. Will Kappes met with a severe accident last week, coming near losing his fore-finger. When he is well again the dogs will once more seek the seclusion that the barns and piazzas grant.

Chas. Colling can be daily seen looking at his wheel and pondering new inventions. He has some good ideas, but perhaps he had better take Hatfield's advice and try a flying machine for plenty of fresh air.

More news in my next.

SAFETY.

CINCINNATI, June 1.

DECORATION DAY AT LANCASTER, PA.

Well, here we are, down to date; and a day that will wipe from the cycling slate a goodly dozen of "fixtures." Quite an extensive slate, too, with events from Maine to California. Thanks to the benignant weather bureau, that so considerably parcels out a variety on the same day, some points in the great kingdom of wheeldom will have more favorable allotments fall to them than we are having; a consummation devoutly to be wished for the sake of the boys engaged in the tug and tussle of friendly rivalry, as well as for the sake of the thousands of those who assemble to see the "wheels go round."

Fortunately for the riders in this vicinity there is no "fixture" for them at this date. Unfortunately for the boys-in-blue, marching from cemetery to cemetery to decorate the graves of departed comrades, the intervals between showers are short; but the hardy veterans who have marched through storms of shot and shell, are not to be deterred by the harmless spite of his Jovian highness, the clerk of the weather. The strains of martial music come to us, through the open window, in chunks, as they are borne along by the moisture-laden wind. It is not, I must confess, a very inspiring sound. A wheelman might find the familiar head-wind coming from any point of the compass, but he will wisely refrain from going in search of it.

Yesterday we had quite a different kind of weather, and last evening was a delightful one for a run. Your correspondent and his chum were out, of course, and we rode over what is our most popular route—a seven-mile run, over good macadam, to Robinstown and return.

Unlike any other pleasant evening, we found the road almost deserted by wheelmen, which somewhat rare condition will be explained by what follows. It seems that a delegation of riders from York, Pa., was expected, and in due time they put in an appearance. There were ten members of the York Bicycle Club under command of Capt. Swartz, on their way to Philadelphia. They were met at the Three-Mile Tavern, on the Columbia Pike, by fifteen members of the Lancaster Bicycle Club, Capt. J. B. Miller, and were escorted to the Cooper House, this city, where a reception was tendered them by the Lancaster boys. The red and white roses blended beautifully, and it seems superfluous to say that they had a "right elegant" time. Wheelmen always do have. The York boys did the handsome thing by presenting to the Lancaster Bicycle Club a valuable gold medal, to be contested for at the coming races in this city, on July 4. At 5 A. M. (this morning) the visitors left by train for Paoli, where they will resume their wheels and ride to Philadelphia.

Capt. Miller, of the Lancaster Bicycle Club, is a live man and an ardent wheelman. He has the good of his club very much at heart. He proposes, in the near future, to stimulate the boys to increased proficiency, by offering a silver medal to the one who shall win in a race up Potts' hill. The hill is tough, because it is a long one; but it has a good surface, and will afford a fine test of wind and muscle. May the best man win, and we shall, waiting, listen to hear

"A voice sing out, far up the height,

Excelsior!"

Lancaster, Pa., May 30.

TENTOONE.

TACOMA, WASHINGTON.

The celebration of the Queen's birthday at Victoria, B. C., on the 24th and 25th of May, goes down in the annals of history as one of the most successful festivals ever held in that part of the country. The city was dressed in holiday attire, and presented a cheerful appearance. Everybody, men, women and children, were happy, and intent upon making visitors feel at home. Tacoma sent a large delegation, including thirteen of the bicycle club members, as follows: Messrs Karl R. Thompson, Will Ramey, Barlow, Bast, Prince Wells, Ben Thompson, H. Huggins, Hays, Manning, McCoy, Weiler, Cochrane and Nichols.

The wheelmen of Victoria did everything in their power to make our boys enjoy themselves, and their efforts were crowned with success. Mayor Grant extended unbounded courtesies, and everywhere the citizens were most cordial to us. During the morning, the base-ball game was played, and the 2-mile bicycle championship of British Columbia contested for, which resulted in the victory of Karl Thompson, time, 7m. 26s.; Edgar A. McCoy, second, and W. H. H. Kean, third. The road was in poor shape, which accounts for the slow time. The road on which the race was run is called the Beacon Hill Course and is not a regular track. Taking this fact into consideration, Prince Wells signified his intention to enter the contest, knowing he would not jeopardize the amateur standing of his competitors, as the course was not a track but a road. However, some of those intending to compete objected to Wells' entry, and refused to ride if he did. After a short discussion Wells withdrew, and the race resulted as above. In the afternoon the aquatic sports were enjoyed by many thousand people, who swarmed thick as bees on the sides of the Gorge. Special mention should be made of the Indian canoe race, in which there were ten entries, with thirteen Indians in each canoe. They worked with the zest of an O'Connor or Hanlan, but using paddles instead of oars, and were cheered vociferously. After the sports the cyclists were banquetted, and later in the evening "shown about town." Everybody was thoroughly satisfied with the day's program.

On the following morning the committee called upon our boys and wanted them to give an exhibition or parade. Accordingly Captain Prince Wells arranged for a club drill and a lantern parade in the evening. Everyone was enthusiastic in praises for the excellence of the evolutions gone through with. The fancy trick riding by Prince Wells needs no comment. Although he had to ride on the turf, which was very uneven and full of holes, he did himself great credit. The lantern parade was a great success, all the wheels carrying from seven to sixteen lights.

Lack of space and time prevent my going more into details. Suffice it to say, we all returned to Tacoma delighted with the warm reception accorded us, and sincerely hope we may sometime enjoy the privilege of showing a more substantial appreciation. To one and all of Victoria's citizens we extend our heartfelt thanks for the manly and friendly spirit that prevailed in our favor.

SNOHOMISH.

May 29, 1889.

A. B. Barkman recommends a mixture of ammonia, sweet oil and laudanum for sprains. If well rubbed on it will take out the soreness in a very short time.

BUFFALO.

Decoration Day proved a sore disappointment to local wheelmen, the weather making sad havoc with the runs which had been so carefully planned. The most noteworthy cycling event of the day was the 100-mile ride from Erie made by the "Spartan eight" of the Buffalos. At 6:30 P. M. on the eve of Decoration Day, twenty-four members of the Buffalos made their appearance at the dock of the Lake Superior Transit Company to take the boat for Erie. About 4:45 the next morning the desired haven was reached in the midst of a rain storm. A council of war was held at the Reed House, and the rain subsiding, a party was sent ahead to reconnoiter. Three miles were covered and found to be in rideable condition, and Capt. Donaldson returned to report. He had but made his statement when it commenced to rain again. The reconnoitering party, after waiting forty minutes for the return of the Captain, became impatient, and decided to go on. North East was the first stopping place. Shortly after crossing the State line James Hedge and C. F. Hotchkiss hove in sight, having scorched it from Erie to catch up. They brought the news that the balance of the party, with the exception of Kingston, who was following behind, had decided to return to Buffalo by train. At Westfield the next stop was made, and here Kingston joined the party and Thompson and Courter dropped out, completely gone. Brocton, ten miles on, was the next resting place. Just before reaching the village Lewis took a severe header, rendering his right arm useless, but he pluckily stuck to his wheel and came in with the rest of the boys. Fredonia, Silver Creek, Angola and Bay View were stopped at in the order named, and the club rooms, on College Street, reached at about 9:30 P. M. It was one of the toughest rides ever attempted, and the names of the "Spartan eight" follow: C. N. Adams, John Jewett, C. F. Hotchkiss, D. H. Lewis, James Hedge, W. G. Brogan, J. E. White and William Kingston.

The Zig-Zags also had a tough experience on their trip to the Falls, and but four succeeded in riding the entire distance by wheel, the others taking the train.

The Ramblers abandoned their trip to Batavia, the roads being terrible. Next Sunday they will make the run from Erie.

NEWARK.

In response to the call of Captain Drabble, for a run Decoration Day, twenty men of the Atalantas were present at the road race, Irvington. After the race several of the members started, with other wheelmen, for Morristown. At Summit they were caught in a heavy rain-storm, which lasted several hours, and in consequence they did not reach their destination, but got home just as tired "all the same."

Mr. Eichhorn, the trick rider of the Atalantas, has sold his wheel, a handsome Harvard.

Mr. Edwin Dauchy, of Wilmington was the guest of the Atalanta wheelmen on the evening of Decoration Day. He was counted on as a sure winner in the afternoon, but owing to stomach trouble, while riding his twentieth mile was obliged to give up.

The club runs of the A. W. for this month are: June 8, Saturday—From Club-house at 5 P. M. Route, Milburn. June 11, Tuesday—From Club-house at 7 P. M. Route, Caldwell (Moonlight). June 13, Thursday—From Military Park, 7 P. M. Route, Jersey City (Moonlight). June 16, Wednesday—From Club-house, 5:30 P. M. Route, South Orange. June 22, Saturday—From Club-house, 5 P. M. Route, Short Hills. June 28, Friday—From Club-house, 5:30 P. M. Route, Upper Montclair. The Captain will probably call an all-day run some time during the month.

Mr. Keer, of the H. C. W., is to be congratulated as Captain of the Triton Boat Club. Arthur Snow, of the Atalanta's, with Mr. Keer, was of the Triton's triumphant six in the Passaic Regatta.

Jersey wheelmen can row as well as wheel.

Mr. E. M. Halsey has the best mileage record for May of the Atalantas, having ridden 607 miles. "Go it, Eddie, you'll be a stone crusher if you keep on."

Nine applications for membership were received this month.

SPARK.

The Pittsburg Bulletin heads its column of cycling comment with a cut depicting a bicyclist taking a distinctively vile header. The cut is of unpleasant suggestion to non-cyclists, and the good that might be accomplished by the column is offset by the illustration. Change it, Br'er Seidell.

NEW YORK TO THE WEST VIA B. & O. R. R.

The B. & O. R. R. Co. now operates a complete service of fast express trains direct from New York to Chicago, St. Louis and Cincinnati. Pullman Sleepers are run through from New York to the three cities named, without change or transfer.

The fastest trains in America run via B. & O. R. R. between New York, Philadelphia, Baltimore and Washington, and all the trains are equipped with Pullman Buffet Parlor and Sleeping Cars.

Great improvements have been made in the roadway and equipment of the B. & O. in the last two years and its present train service is equal to any in the land. In addition to its attractions in the way of superb scenery and historic interest, all B. & O. trains between the east and west run via Washington.

The principal offices in New York are at 415 and 1140 Broadway, and Station at foot of Liberty Street.*

COMPLIMENTARY BANQUET.

On May 29 the Peoria Bicycle Club, of Peoria, Ill., tendered a complimentary banquet to Mr. Bert Myers, as a recognition of the splendid work done by him in the recent tournament at Chicago. Friedrich's Hotel was the scene of the spread, and three spacious tables were required to seat all the club members and invited guests. At each plate was a handsome *boutonnieres* and a *menu* card that is a work of art. The first page is inscribed, "Our honored guest; champion unicycle rider of the world, and holder of world's amateur twenty-four hour record." Below is a list of the victories won at Chicago, both in the Exposition building and at Cheltenham Beach. Seven firsts, two seconds and one third make a fine showing.

The *menu* that follows simply makes one's mouth water to glance over it, and we refrain from tantalizing our readers by giving it in detail. At one end of the largest table were two decorated bicycles, one of them almost hidden in a profusion of flowers. This was the machine ridden by Myers at Chicago. The other wheel was trimmed with club colors, each guest being presented with generous slips. At the conclusion of the banquet the usual amount of speech-making and congratulation were indulged in, and the members separated with the most kindly feelings for the recipient of the banquet and each other.

A MEADVILLE OUTING.

I am sorry to say our Decoration Day tour was finally spoiled by mud and rain, but not till after thirty-three miles, of excellent roads had been covered. The night before the 30th looked discouraging, but to our surprise the roads were found in excellent shape the next morning. Our party consisted of five, of whom my wife made one (by the way she is the only lady bicyclist in M., and has chosen a Rambler as her mount). Our dog Towser, little wotting of the trip he was to take, insisted on following us.

We started at 5 A. M., our route lying through Kentown, where my wife returned home, to Evensburg, nine miles, where our first stop was made. At this point Conneaut Lake is situated. This is the largest body of water in Penna., a favorite summer resort, and noted for its great depth. In some places the bottom has never been touched. From Evensburg we pushed on to Harmonsburg, five miles away at the other end of the lake. Breakfast was taken at a private house called "hotel," and as fine a meal as could be wished for. "How much," said we: "Twenty-five cents," said the landlord. We dove into our pockets, extracted *thirty-five* cents each and thanked him for his courtesy. The next place was Dicksonburg, but no stop was made. Further on we had a chance to dispose of Towser in trade. While riding along at a brisk pace, a voice was heard saying, "I wish I had that dog." "All right," said I, "have you got any butter milk?" "Of course," said he. "Bring out three glasses and you can have him." But on inquiring, the voice's owner found the milk was all fed out. "Never mind," said I, "you can have the dog any way, get a rope to tie him up with." He departed for the rope and we departed for Conneautville, dog and all. Probably the farmer is "waiting, waiting still." The net cash sales of the storekeeper at Conneautville were increased by our buying ginger ale and bananas. After this light repast, we rode on to Shadeland. The residence of Powell Bros., great stock farm, passing through Springboro on our way. Shadeland may be called a village of barns. The residence of Powell Bros. on one side, and a W. U. T. office on the other, are the only other dwellings. Barns for horses, ponies, cattle, sheep, and all domestic animals are everywhere to be seen scattered over the farm, which covers thousands of acres. Visitors to this farm are treated very kindly, guides taking you wherever you wish to go, and pointing out places of interest, no charge being made. After leaving Shadeland we had our first trouble with rain and mud, but managed to wheel on to Albion, four miles further, through mud five inches deep. Here we took train for home, well pleased with the day on the whole. On a pleasant day this trip might be lengthened and varied by visiting the State Normal School at Edenboro, and the Mineral Springs at Cambridge, Seagretown, and Ponce de Leon, all of them quite noted. For variety of scenery and good roads there seems no county in Penna. more favored than Crawford. Meadville itself is a noted pleasure resort, situated in the centre of the county, and pleasant runs can be taken in all directions. With more favorable weather, I hope to send you more accounts of tours taken.

Very truly,

H. S. R.

RUTHERFORD WHEELMEN'S FIVE-MILE CHAMPIONSHIP.

The race for this was run off Decoration Day, on the Washington Boulevard, in the presence of a large crowd of wheelmen and passing picnickers. There were but two contestants, A. P. Jackson and F. W. Van Sicklen. The medal, which is of great beauty, a $\frac{1}{2}$ carat diamond set in intricate gold work and known as the Hancock Medal, had previously been twice won by Jackson. The medal must be won three consecutive times to be the winner's property. On July 7, 1888, Jackson had defeated Van Sicklen in a contest for this same medal. At that time Van Sicklen entered with a badly sprained arm, and re-sprained it in the race by a bad fall. The second time the medal was raced for, Jackson had a walk-over with no competitors.

Under these circumstances the interest felt was great, Van Sicklen being the favorite.

The first mile was loafed over in 4m. 4cs., the second in 4m. 39s., and then Van Sicklen set a better pace for the third

mile, that being done in 3m. 1s. At this point Jackson fell away, and Van Sicklen covered the fourth mile in 3m. 2s. The fifth mile was made in 2m. 58s., making Van Sicklen a winner by 27s., and the last three miles run in the good time of 9m. 1s. The good Jerseyites, who hardly knew what Van Sicklen could do, were slightly surprised.

RUTHERFORD

THE LOUISIANA'S NEWDEPARTURE.

On Sunday, May 26, the Louisiana Cycling Club inaugurated long-distance contests and sealed handicaps in New Orleans, and bolstered up effectually their claim of "leading, not following." The course was laid out on the asphalt of St. Charles Avenue, in five laps of 4 70-100 miles each, with an additional mile and a half to complete the twenty-five miles. Of six "sure" starters but three came to the mark. Messrs. L. J. Frederic, Jr., Malcolm S. Graham and Bert M. Sprigg.

The word was given at 7.40 A. M., and a sharp pace set, Sprigg leading. Following are positions and total times for each lap respectively: First lap: Sprigg, 16m.; Graham, 16m. 5s.; Frederic, 17m. 10s. Second lap: Sprigg, 33m. 15s.; Graham, 33m. 15s.; Frederic, 35m. 25s. At this point Frederic changed to a lighter wheel, and an improvement in form was plainly seen. Third lap: Sprigg, 51m. 4s.; Graham, 52m. 45s.; Frederic, 54m. 40s. Graham complained of cramps when the post was reached, and gave up the struggle, leaving Sprigg and Frederic to fight it out between them. Fourth lap (18 miles): Frederic, 1h. 12m. 33s.; Sprigg, 1h. 22m. 33s.

This sudden change was explained by Sprigg's saddle worrying him, and a severe pain in the hips compelling him to dismount on the nineteenth mile. Changing wheels enabled him to finish this lap, but from that time on he was practically out of the race. Frederic made the fifth lap (23 50 100 miles) in 1h. 33m., and the whole twenty-five miles in 1h. 39m. 13s. The sealed handicaps were made public after the race, but its outcome had rendered them valueless. Those that entered and failed to start then realized what might have been, as their allowances were read out.

Immediately after Frederic's victory, one of these same non-starters challenged him to another twenty-five-mile race; but Frederic refused, on the ground that the challenger had had an excellent chance to meet him that very day and refused it. The club unanimously sustains this view of it.

Another race will be held June 9, but for the shorter distance of three miles. A large number of entries are expected.

THE LEAGUE HOTEL SYSTEM.

EDITOR OF THE WHEEL:

In your issue of May 24 you reprint a communication of "Verax" to the *American Athlete* upon the subject of the League hotel, and in connection with it you make some very pertinent comments. In connection with this matter I desire to call your attention to the form of contract in the N. Y. State Division which landlords are required to sign in order to secure the appointment of their hotel as a League hotel. The salient features of this contract are published in the *Bulletin* for May 17, over the signature of Chief Consul Bull.

There is no doubt of the fact that in the past many landlords have been perfectly willing to reap all the advantages of such appointment while they have been very slow to accord to wheelmen the privileges which they are entitled to by virtue of such appointment. You suggest that in consideration of a small sum, to be paid annually by the landlord, the Chief Consul of each Division agree "to use all practicable influence for the hotel, recommending all League tourists to stop there, and assuring them of good accommodation and courteous treatment, at regular rates." This contract secures the same and, by providing that the landlord shall furnish, at the rates specified, accommodations equal in all respects to those furnished regular guests. This contract is a new one, only issued this year, and, in securing from landlords a contract which shall be of some practical benefit to L. A. W. tourists, Chief Consul Bull, to whose efforts it is due, is deserving of the thanks of all members of our organization. Even with this new contract there may be occasional cases where tourists will be denied their rights, and

in all such cases the aggrieved wheelman should immediately write to the Chief Consul, stating the facts fully, and if, upon investigation, it is found that any landlord is not keeping his part of the contract, such steps will undoubtedly be taken as will prevent a repetition of the offense at that hotel. No. 11,893.

L. A. W. TRANSPORTATION COMMITTEE REPORT.

NEW YORK, May 31, 1889.

EDITOR OF THE WHEEL:

Dear Sir—Referring to the matter of charges for the transportation of bicycles, I am pleased to state that the recent resolution of the Trunk Line Association has been modified to the extent that at the last meeting of the Association a resolution was offered and adopted allowing the lines who desired to do so to make no charge for the carriage of a bicycle when accompanied by a passenger with a first-class ticket. I would state that this practically places the transportation matter in the same position as occupied for the last seven years, far as the Trunk Line Association is concerned.

I do not wish to infer by sending you this letter that I have in any way secured the friendly legislation, as the resolution above quoted originated in the Association, as did the original resolution placing a tariff on wheels. As I understand it, it is merely a reconsideration of the entire question by the Association.

Yours respectfully,

GEO. R. BIDWELL,

East. Rep. L. A. W.

TRANSPORTATION COM.

HOTEL RATES AT HAGERSTOWN, JULY 2, 3 AND 4.

The following are the hotels at Hagerstown, Md., with the rates fixed for wheelmen attending the L. A. W. meet:

Name.	Accommodate.	Reduction Rate.
Hamilton.....	250	\$2.00 and 2.50
Baldwin.....	250	2.00 " 2.50
City.....	150	1.50
Franklin.....	200	1.50
Seminary	150	2.00

The other hotels, which are on the American plan, are:

Name.	Accommodate.	Reduction Rate.
American House..	30 to 50	\$1.00
Central House....	75	1.00
Mansion House....	75	1.00
Valley House....	30	1.00
Beeler House.....	30	1.00
Allegheny House...	30	1.00
Hoover House.....	30	1.00

Twelve hotels is a pretty fair showing for the so-called "hamlet."

MARYLAND.

The Potomac Wheelmen, of Cumberland, Md., gave a lantern parade on Baltimore Street, that city, recently. It was visited by hundreds of people. The wheels were trimmed with bright colored bunting, Chinese and bicycle lanterns of all sizes and colors, and presented a fine appearance as they went through their drill. The cyclists, twenty in number, were under command of Captain A. C. Willison. After the parade the club in a body spent the rest of the evening at the lemon compression party held at the residence of Captain R. A. French, on Williams Street.

The hotels at Hagerstown are rapidly filling up. The Baldwin and the Hamilton's parlors have already been engaged, and many others. It is probable that this will be the largest Meet in the history of the L. A. W.

Hagerstown lawyers and business men have formed committees among themselves, and are preparing to give President Luscomb a splendid reception when he arrives July 1.

About three hundred entry blanks for the races were mailed last week. The work on the track was begun this week. BAY RIDGE.

STONE-LUMSDEN RACE.

(Telegram to THE WHEEL.)

Lumsden wins the three-mile race against Stone by five feet lead. Time made, 9m. 44s. ST. LOUIS, MO. THURSDAY.

DeGraaf, of the Harlem (N. Y.) Wheelmen, has earned by the number and costliness of his mounts the title of "the Bonner of bicycling."

Mr. W. F. Bartlett, of the Harlem Bicycle Company, has been ill for three weeks but is now about again. Mr. Wood reports excellent business in renting and repairing. The company are agents for several lines of high grade wheels,

WHEEL GOSSIP.

The Manhattan club's uniform is the best we have seen.

The Riversides will have a team entered in the K. C. W.'s team race.

Karl Kron took his first ride and his first fall ten years ago May 29.

J. W. Bate & Co. opened their new cycle depot in Brooklyn on Tuesday last.

The New York Club has three new Psychos in its wheel-room, one a ladies' wheel.

Bowman and Schoefer are entered in the Schuylkill Navy games to be run at Philadelphia on Saturday.

Wappingers Falls, N. Y., with 6,000 inhabitants, has seventy-five wheelmen and a prosperous club.

Charlie Schwalbach publishes a neat advertising card on which are printed the riding rules in Prospect Park.

Col. George A. Jessup has turned over deeds of property valued at \$200,000, to make good his shortage of \$135,000.

Mr. Jas. Miller, President of the Riverside Wheelmen, is a recent addition to the League Committee for N. Y. City.

The next regular meeting of the Riversides has been postponed from Friday to Monday, on account of the Century run.

A bicycle has recently been stolen from F. L. Hughes, Rochester, N. Y., while stored in the building of the Young Men's Catholic Association.

One of our esteemed cycling contemporaries published a table of the road race. The times of the first thirteen were correct—with seven exceptions.

Mr. William Sutton, formerly of Messrs. Starley & Sutton, the English makers, died on May 22, from injuries received in a fall from his carriage.

Florida, the sandy road State, has but fifty wheelmen in the State. St. Augustine, with its asphalt streets, has twenty riders with a rapid increase in the ranks.

I like THE WHEEL better than any cycling paper that is published, and always like to get subscribers for it.

CHARLES J. SCHERER, Memphis, Tenn.

The Menge Brothers, Riverside Wheelmen; the Sheehan Brothers, Manhattan B. C., and Messrs. Harrison and Hubbard, New York Club, ride tandem bicycles.

Captain A. P. Benson, of the Dorchester Bicycle Club, has invited the Press Cycling Club to stop and examine its club-rooms on the way to Squantum, June 17.

The New York Division, L. A. W., received 1,698 members in 1888. This year they have 1,035 to date, and it is expected that last year's figures will be wiped out.

The officials of Brooklyn have advertised for bids for the paving of Cobblestone Hill. After the hill is repaired, Brooklyn cyclists may allow their life insurance policies to expire.

Fred Owen, of the Capital Cycle Club, has designed a new style of centreboard for yachts. The New York Herald recently devoted three columns to Mr. Owen's device.

The English have already inaugurated the record-breaking campaign. On May 18 Osmond broke the quarter-mile bicycle record and Jones the quarter and half mile safety records.

Captain A. Fraleigh and eight members of the Poughkeepsie Bicycle Club took a run to Fishkill and return on May 19, making seventeen miles in two hours. Dinner was taken at Newburg.

Coming meets reported, for amateurs only, are one of two days by the Hartford Wheel Club early in September, and one by the New Haven Bicycle Club, the last week in August, for one day.

The Bridgeport (Ct.) wheelmen would like to have the next State meet held in that city. It is one of the most enthusiastic wheel cities in New England, and would, doubtless, give riders a great time.

Mr. F. de C. Davies, President of the St. Augustine Wheelmen, is in town for a few days. He will tour to Canada, where his home is, and spend three months wheeling about the Canadian roads.

Col. George A. Jessup has tendered his resignation as C. C. of Pennsylvania Division L. A. W., on account of his business troubles. Mr. Jessup evidently wishes to save his Division as much as possible.

T. J. Hall, Jr., has challenged H. J. Hall, Jr., to a 25-mile race over the Irvington-Milburn course. The race will take place some Saturday in June, and with favorable conditions the record will be broken.

The proposed road racing association of New Jersey bicycle clubs has fallen through for the present, the handicap race, which promises to become a permanent fixture, being regarded as supplying all wants in this direction.

Brown, Baggot and Bowman, of the N. J. A. C., will make the circuit of all the bicycle races given in this vicinity this season. They have an active campaign before them, as there will be an average of almost two races a week.

The New York Press had the best report of the Decoration Day road race, giving the handicap and net times in table form. Brother W. I. Harris, well known in the wheel world, is responsible for the space the Press gives up to cycling.

IMPORTANT RAILROAD ACTION.

At a meeting of the Eastern Trunk Line Association, held last Tuesday, all railroads belonging to the Association were instructed to carry cycles free of charge when accompanied by owners.

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

We republish from the *Bicycling News* an article from the pen of the experienced Lacy Hillier entitled, "Position—Are We Not Overdoing It?" It contains a volume of suggestion, and we commend a careful perusal of it to new riders.

We have been trying a 38-pound Psycho, geared to 60 inches. The wheel is a beauty to look at, and "runs like oil." It is very fast on the level, the long cranks on the level making propulsion easy; it is easy on hills and coasts fast as any wheel of its weight.

There was a young man named Davol,
Who said I will make Davis crawl.

His actions at college
Have come to my knowledge,
And d——n it he shan't race at all.
—Abbot Bassett, *Poet-Laureate*.

One Hundred and Tenth Street is yet unrideable. A favorite way to reach the Park from the upper end of the drive is to cross 122d Street, up Boulevard to 125th Street, across 125th Street to St. Nicholas, down St. Nicholas to 123d Street, across 123d Street to Sixth Avenue and down to the Park.

Three safeties have been stolen at Rochester, N. Y., within the last thirty days. One is a Victor, No. 2,800, one an American Rambler, and one a Singer. Wheelmen should take the number of their wheels as certainly as that of a valuable watch. It may some day lead to recovery of stolen goods.

Some few months since the *Bicycling World* announced that it was going to take charge of all road racing records, to supervise, accept or reject, as it might see fit. We felt very sad that we were shut out of all this, but now, alas! the *Bi. World* bubble has collapsed, for they tell us that road racing is dead.

The New York Sun of Sunday last published a three-column article on cycling, full of information for new people, fairly correct, but rather guide-booky. The writer made two gross mistakes in decrying cycling for ladies and in stating that but four per cent. of the wheelmen of New York City rode safeties.

"G. AND J." TO THE FRONT.

The Gormully & Jeffery Mfg. Co. are more than pleased over the results of the Pullman Road Race and the Orange Road Race. In the former, the first prize was won by Frank Bodach, on a Light Champion, and in the latter, John Bensinger made the fastest time on a Light Champion.

At a game of base ball played Saturday, May 25th, between the K. C. W.'s and Brooklyn B. C., the score resulted in favor of the former, as follows:

K. C. W.	1	2	3	4	5	6	
B. B. C.	2	0	0	4	8	2	16
Courtney and Wheeler	4	3	1	3	3	0	14

acted as battery for the K. C. W.'s and Matthews and Hardie for the Brooklyn.

Messrs. Ward and Bonner, of the K. C. W.'s, made the round trip from Brooklyn to Oakdale, on Sunday, May 5. Dinner was had at Babylon, where a number of Huntington wheelmen were met. Unless some wheelmen had made the same distance previous to this date, the first century run of the season in New York certainly belongs to these gentlemen, and Messrs. Scudder and Gruman, of the Huntingtons, will have to yield in their favor. Next.

The Hyde Park (Mass.) cyclists, Jenkins and Rhodes, who started for Portland on the morning of Decoration Day in an attempt to make the distance in fifteen hours, arrived home yesterday. Captain Jenkins states that they made Biddeford, Me., distance 140 miles, in eighteen hours. They had to face a strong wind and mist the latter part of the distance, and were disappointed in not meeting "pacers." Jenkins had cramps, which delayed them two hours on the road.

Watch G. A. Armstrong, of Boston, Mass. He won the novice race at Narragansett Park Thursday, won the mile handicap with 200 yards start, and took a position in the team race that his place at finish, seventh, doesn't indicate, because eight out of the nine men in crossed the tape in a bunch, and Armstrong was there with such men as Clark, Foster, Benson, Schoefer and Banker. He is a well-built fellow, and ought to show up well if he goes into racing this season.

While coasting on a tandem tricycle near the Charles gate, West, Back Bay Park, Boston, May 31, a wheel caught in the electric conduit on Beacon Street, and one of the riders, Miss Alice A. Adams, residing at 180 West Canton Street, was thrown from the tricycle to the ground, striking on her head. She was sent to her residence in a carriage by the park police. A physician who was called said there were internal injuries.

The New York Club is ever ready to second any movement to help wheeling. The asphalt pavement on West End Avenue is paid for by the property owners. When it was proposed to lay asphalt from Seventy-second to Sixty-eighth all the property owners consented to the assessment except the owner of the building occupied by the New York Club. Rather than have the project of repaving the avenue fall through, the club stepped forward and paid an assessment of \$265.

The Kentucky Division League meet, at Danville, June 10, promises to be the best one ever held in the State. A fight will be made to transfer the headquarters to Louisville from Covington. A large party of Louisville wheelmen will leave Saturday morning. They will go by slow stages, traveling forty-two miles the first day and forty-seven the second. Among those who will make the run are Messrs. Lucas, Lamb, Gunther, Phil Allison, Bresee, Knefler, Johnston, Simpson and Johnson.

The Aberdeen Wheelmen is the title of a new club organized recently in Aberdeen, South Dakota, with the following officers: President, H. M. Marples; Vice-President, C. M. Coe; Secretary, G. Jewell; Treasurer, O. K. Pellman; Executive Committee, R. D. Bentley, C. B. Thompson, W. P. Butler; Captain, W. H. Wendell; Lieut., C. L. Brockway. The Captain, Mr. Wendell, is a recent accession from Albany, and would seem destined to infuse new life in cycling matters at Aberdeen.

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

Coincident with the laying of asphalt pavement in the city of Chattanooga, Tenn., a bicycle club was formed in that city. This was only a year ago. To-day the club numbers forty-five, and is composed of the best young men in the city. A tournament is spoken of for Fourth of July, and clubs from Rome, Ga., Murfreesboro, Tenn., Clarksville, Tenn., Knoxville, Tenn., and Gadsden, Ala., will be invited to take part. The election of officers for the ensuing year takes place the first part of June.

The Eagle Bicycle Co. have just published a second edition of their catalogue. The principal feature of the new catalogue is the number of testimonials it contains. W. C. Marion, Jr., Captain of the K. C. W., speaks of the easy-running and hill-climbing qualities of the Eagle. Mr. Eldridge, of the Hudson County Wheelmen, says the wheel is equal to the best in finish and workmanship. We saw Pendleton, of the New Yorks, out on an Eagle last Sunday. He mounts the wheel gracefully and rides easily.

The New York club held its regular monthly meeting on Wednesday evening. The feature of the meeting was a debate over a sundry expense item of \$30 for clean towels. The members thought this a large price for cleanliness and upon investigation it was proven that there were \$2 worth of lemons and sundry other items mixed up and lumped with the wash bill. After considerable discussion the men were very hazy as to whether they dried themselves with lemons or towels; a motion for adjournment prevented several cases of insanity.

LOCKPORT DOINGS.

E. E. Pool, J. E. Broadbent, A. M. Montgomery, A. L. Cook and A. Gross, all of Lockport, N. Y., rode to Lewiston, on Decoration Day, on their wheels in three hours and twenty minutes. After dinner two contests were had. One was for the slowest down-hill race for 300 yards. This was very exciting, and was finally won by J. E. Broadbent by about a foot in 6m 50s. The other contest was the hill climbing one, also for 300 yards. This was won by A. L. Cook in 1m. 14s. The prizes were gold medals and donated by Elmer E. Pool. The boys came home on the cars, owing to the rain, which had begun to fall, and the terrible condition of the roads.

That Massachusetts party that went down to the Memorial Day tournament at Providence took about everything worth taking away with them. Boston captured the novice first prize and the mile handicap first and third, while those Dorchester men walked off with the two-mile national championship, the mile safety handicap first, and with Somerville took first and second in the mile tandem safety handicap, first in the tandem safety scratch, and the Dorchester Club three captured the team race. That was a pretty good haul out of eight open events, one of which no Massachusetts man started in. However, there are no fellows anywhere that the Rhode Island cyclists would be more pleased to give their medals to than Chief Consul Emery's boys.

THE COMING MEET.

The tenth annual meet of the L. A. W. promises to be the "red letter" one in the history of that organization. Maryland hospitality will be dispensed in the most liberal style, and Hagerstown will do all in her power to entertain the visiting wheelmen. President Luscomb will arrive on the evening of the 1st, and will be received at the train by a committee of prominent citizens, escorted to the Hamilton and there tendered a reception.

The business meeting, runs over Washington County's superb roads, an evening ride of six miles to the beautiful and historic Potomac, where everybody will indulge in a swim and witness a display of fireworks by the citizens of Williamsport, will occupy the time of the visitors on the 2d. On the morning of the 3d an opportunity will be given those who wish to visit the battlefields to do so. A run will start about 9 A. M., taking in the battlefield of Antietam, the National Cemetery at Sharpsburg, and the South Mountain battlefield, returning in time to take train for Pen Mar.

A special train will leave for that famous resort of the Blue Ridge Mountains, where a magnificent view can be had of twenty-five miles up and down the beautiful and fertile Cumberland Valley.

Supper will be taken there, returning in time to enjoy a fine pyrotechnic display.

The parade on the 4th will occupy about thirty minutes, which will fully satisfy the average wheelman's desire to exhibit his "calves" to an admiring multitude. Refreshments will be served after the parade, and the photo, taken by the club photographer, who made a special trip to Baltimore to secure a camera guaranteed not to break.

The races will take place on the Fair Grounds on the afternoon of the 4th, and give promise of some very exciting sport.

The finale will consist of a grand open air "smoker" and concert by a military band.

A few "kickers" have objected to the Meet coming here—as they say—on account of inferior hotel accommodations. I wish to contradict that statement, as Hagerstown is justly termed "the city of hotels," and has ample room within her gates for all who will come.

HAGERSTOWN.

WANTED.—A 50-inch Springfield Roadster. Address P. O. Box 2225, N. Y. tlc

FOR SALE.—A 53-inch Columbia Light Roadster, in best of shape; ridden part of two seasons; price \$75, without cyclometer. G, care this paper.

FOR SALE.—Rudge Light Roadster, 54-inch, enameled and nickel finish; ball bearing; ball pedals; spade handles; lantern, stand, etc.; in perfect condition; \$90. R. W. Muns, 41 Water Street, N. Y. City. 6-14

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

KARL KRON AND "234."

MEMORIAL LETTER ON THE TENTH ANNIVERSARY
OF HIS FIRST RIDE.

TO THE EDITOR OF THE WHEEL:

The first blood spilled by me in behalf of bicycling, and for the glory of Washington Square, was spilled ten years ago this day, when I first mounted the saddle of No. 234, and when my brief ride of twenty feet ended with a dislocated left elbow, at 3.45 P. M. The tragedy was commemorated by the following parody in the New York *World* of June 9:

Said the Bicyclist to the Cobblestone,
As he mounted with careless glee,
"Flattest of all the things I've known,
Do you think you can injure me?"

Said the Cobblestone to the Bicyclist,
As it fractured his elbow joint,
"You'll find, however fast I may be,
I always carry my point."

At last, after a decade of writing, the affair is to be further celebrated by a Memorial Arch, for whose erection a committee of thirty-four citizens are trying to raise \$100,000 by popular subscriptions. As the arch is nominally in honor of Washington, I have felt no hesitation in urging the public to subscribe; and I have been spurred onward with something of the same enthusiasm as that which once possessed me to rake the world fore and aft to win supporters for building a monument to bicycling.

In every day's issue of the *Commercial Advertiser* since that of May 13, I have printed a letter of half a column or more, ringing the changes in support of the theory that, as Washington Square is "the real centre of the world," patriotic people ought gladly to help pay for building the arch there. I know none of the men connected with that paper, and I never before wrote a line for it; but, as it welcomes all contributions favorable to the arch, I shall probably keep printing a daily appeal in its columns until I reach the "record" of twenty or more. If any former supporter of mine will send \$2 for the arch to the Treasurer of the Committee, W. R. Stewart, at 54 William Street, he will please me almost as much as if he paid me for another copy of "X. M. Miles."

As a matter of strictly personal news, you may as well announce that I am now selling a new \$2 book descriptive of American touring routes, entitled "Ten Thousand Miles on a Bicycle." It is so large a book ("equivalent to nine octavo volumes of 300 pages each") that I've been obliged to print a 150-page book of "press notices and specimen pages" in order to advertise it properly. These smaller books cost me ten cents each to manufacture (edition, 5,000), but I mail them to all applicants "for nothin'," in the hope that a perusal thereof may awaken sluggish consciences to the propriety of paying \$2 for the big book, which represents an investment of \$13,000 "in behalf of American roads."

KARL KRON.

THE UNIVERSITY BUILDING,
Washington Square, N. Y., May 29, 1889.A GOOD STORY CAN NOT BE TOLD
TOO OFTEN.

The editor of the *Crosby County News* published in Estacado, Texas, thus indorses the advice of a contemporary regarding giving weak and sickly boys bicycles to ride:—

"There is nothing that a father or mother can do that will do more to save a weak and sickly boy than to put him on a bicycle and let him ride whenever he can find time. Such exercise will benefit him greatly in his physical development, and be equally efficacious in moral growth."

In giving space to the foregoing paragraph, we are sensible of the fact that many people look upon bicycling as an expensive and unremunerative sport. But those who killed the early astronomers for teaching that the earth is round and that it revolves around the sun every year, were not more mistaken, than they. Bicycling, or cycling, has been widely and thoroughly tested all over the world by men of science and culture, and their verdict is that it is the most healthful exercise known to man, that it is of especial benefit to persons over forty years of age, to those who lead sedentary lives, and to those unhappy people who are afflicted with constipation, disease of the kidneys and liver, and weakness in bone and muscle of back and limbs. In our experience we can testify that we have entirely ceased being bothered with neuralgia, while before we learned to ride a "spell" was expected at least once a week, and a recurrence thereof at every damp season and east wind. Now we are not troubled at all with neuralgia, which redemption we attribute jointly to cycling and the purity of our atmosphere.

West End Avenue, which has been asphalted from Seventy-second Street to Seventy-ninth Street, is now being repaved with asphalt from Seventy-second street down to 68th Street. This will enable the Manhattan men, whose club is in Seventieth Street, to gain the drive without walking their wheels from Seventieth to Seventy-Second Street.

HOW TO TOUR.

There is no doubt about it, that touring is the nicest part of cycling, though it does not make nearly the stir that racing or road "record smashing" does. So uncertain are the ways and tempers of touring companions, that were a man certain of pleasant company at his inn at the end of each day's journey, we should almost recommend touring alone. Certainly we have carried out several tours alone, with perfect satisfaction to ourselves. On the other hand, the addition of a companion does add to any pleasure; and touring with a companion is no exception to this rule. One great mistake in touring is to try and do too much distance in the day. We do not believe, even if a man's muscles can enjoy a seventy or eighty miles ride in the day, that his mind can do so. For a really enjoyable tour, taking the rough with the smooth, we should place as a maximum forty miles a day. It would frequently be only thirty, but good roads and a favoring wind on off days would keep up the average. Another point is feeding. Whilst cycling eventually improves bad digestions and strengthens still further good ones, to a beginner at long distance riding, the act of feeding requires attention. Cycling increases the appetite enormously, but the muscles naturally draw away the blood from the digestive organs, and if time be not allowed between a ride and a meal—thirty minutes should elapse—or too many "square meals" be taken, disastrous results may occur. We will give a novice's experience in this line. It was in August, 1874, and he started from London on a 44-inch Ariel ordinary bicycle to ride to Harwich. Laying in a good breakfast beforehand and sundry drinks *en route* he reached Colchester about 1:30, and had dinner at the ordinary, a very good one, and started for Harwich, which he eventually reached, and at the Great Eastern Hotel ordered chops and tea, subsequently retiring to a bed in a room next door to the works of the big clock in the front of the house, and speedily dropped into a deep slumber. After two hours or so of sleep he gradually began to awake, and thought he heard his heart beating (a delusion helped by the ticking of the clock next door), and eventually did awake choking and with strong palpitation. Seeking the night porter he informed him quietly that he believed he was dying, and asked him to bring a doctor. The porter showed far more excitement than the cyclist, who simply sat on the bottom stairs of the grand staircase in his vest and trousers and pressed his heart. Presently appeared the Irish "understudy"—*locum tenens* we believe the faculty call them—of the local medical man. "Ye have indigestion," he said promptly. "I thought from the signs the porter told me ye had *angina pectoris*." "You are sure it is not that, doctor?" "Oh, no! if ye had ye would be 'rowling' about the 'fleur' with pain," was the prompt reply. The cyclist parted his half-guinea and learnt a life-long lesson as regards the uses and misuses of the body.

Our advice to the tourer is take a good breakfast at starting, lunch on eggs and bread and butter, finish by daylight, and have as good a dinner as the hotel and your means allow, and if not a teetotaler and the funds allow put a bottle of Burgundy under your belt, and after a stroll through the place retire to rest, eating nothing more; and drinking as little more as your strength of mind will allow. In this way it will be found that a man grows stronger each day; but neglect to take proper food at proper times and touring becomes an injury, not a health giver or restorer.

Clothing on tours should be well thought out. Our advice is ride in flannels, and when stopping for the day change into dry flannels and a suit of the very thinnest blue serge made. This occupies little room, and enables a man of any position in the world to associate with his equals in the coffee-room without feeling like a pariah. Square the chambermaid immediately on arriving, and then have your working dress thoroughly dried and ready for you with the matutinal knock and "Hot water, sir."—*Wheeling*.

The Pope Manufacturing Company, through its courteous representative, Mr. N. C. Fowler, Jr., has presented to the Boston Press Cycling Club, an elegant light blue silk banner, trimmed with silver braid and fringe. In the field, in letters of gold, with dark blue shading, are the words, "Boston Press." At the end of the pole is an eagle. The company has also presented the club with printed copies of the constitution and by-laws, neatly printed and bound.

SOME TIMELY TOPICS.

CURSED AND DISCUSSED by CHARLES ALEX. PERSONS.

Of all the fool statements that I have ever seen in print, the greatest recently appeared. It read thus: "Show me a rider of the bicycle, and I will show you a case of spinal complaint, says Dr. Agnew." I'll bet two to one, that if I could have America's 75,000 wheelmen examined, and let Dr. Agnew pick out 75,000 other men, he would find more diseases among the latter than the former, especially the trouble mentioned. May be Dr. Agnew meant he would show us the spinal complaint in some man other than the bicyclist, but if such was the case, the newspaper man should have taken care to so express himself.—Ain't that so, "jack?"

In a recently written letter, Mr. W. L. Welch says: "Does it not come within the province of the League to devise some scheme by which tourists may safely arrange for the transmission of their necessary funds to poin's en route? In common with other tourists, the writer has felt the need of some scheme that will obviate the necessity for carrying a comparatively large sum of money through a strange country and into many wild and deserted places. My tours are generally taken in company with my sister and we are compelled to have, easily accessible, from \$50 to \$100. Post office money orders are not reliable owing to the undue caution exercised by the provincial P. M. A request from a stranger for cash for a draft or check naturally causes him to be looked upon with suspicion. Cannot the League devise some scheme to overcome this difficulty."

Yours, L. A. W. No. 19308, W. L. WELCH.

This is an important matter and should receive attention. The transmission of funds is something that should interest every one, and no one more than the touring wheelmen. European tourists are splendidly provided for in this way, by having their letters of credit, Bank of England cheques, etc., but the tourist here at home is either compelled to run the risk of carrying his cash with him, or be put to inconvenience by P. O. money orders and registered letters. The sooner something is gotten up, the sooner will a great want be filled.

Please allow me to pause; put my left hand on my heart, remove my derby, and bow a low and respectful bow to Mr. Albert Mott, Chief Consul Maryland Division, whose letter in *THE WHEEL* of recent date is enough to make various parties of various places feel like running into a stone wall at full speed. As to Hagerstown, it stands as monumental evidence of all that has been claimed for it.

After reading *THE WHEEL* of May 24, I counted the amount of matter in its make-up, and found that, all told, there were two hundred and forty-one distinct articles, and that was counting the letters as one each. When a paper appears that will beat *THE WHEEL* please drop me a line, some of you, and if I don't get it I'll subscribe. [Spare our blushes.—Ed.]

The vision of a wheelman coasting down Cotton Avenue, a few days since, with one leg crossed over the other, eye-glass on, holding up an open umbrella with one hand and a copy of *THE WHEEL* in the other, which he was intently reading, was a rather new one in these parts.

No section will outdo this one, when it comes to tournaments, between now and Christmas. T. L. Ingraham, of Columbus, Ga., writes me that the Montgomery Exposition Co. will hold one in November next, at which the value of prizes will exceed a thousand dollars. Atlanta will "blow in" a thousand the same way; Augusta and Macon six or eight hundred, and possibly Columbus also. I am getting down in fine condition, can now do a mile in 4.23, and nine of them in an hour. Look out for me.

Griffin, Ga., is a new cycling centre, where wheeling has taken quite a hold. "Bob" Brantley, who has taken the road for the G. and J.'s, has placed fifteen new wheels there, about ten of which are Ramblers. I passed through there recently, on my way to Atlanta (awheel), and was highly pleased with the roads thereabouts.

Georgia's "Road Congress" is now a thing of the past. For two days representatives of each county were in Atlanta (at the State's expense) discussing the whys and wherefores of our having better roads and pikes, and having them at once. The advantages, pro and con, of the advisability of the use of the State's guests (in stripes) on the highways was an important topic. Papers on "Practical Road Building," "Scientific Road Building," "Good Roads the Better Economy," and others of as interesting a nature were read by men of learning. Resolutions pertaining to the work were drawn, and will be submitted to the Legislature at its next meeting, and many practical improvements are looked for as a result.

It is now after midnight, and I've got to do something to keep awake until 3.25, to catch an early morning train. It's all about that Southeastern cycle tour, you remember, and I hope to soon be on my way to Columbus, where we expect to start. When I gave the route in my last letter I mentioned "Bgham" as the first stopping place outside of Columbus. Well, that was Ingram's fault. He wrote it "Bgham," so I did, too, but since then he writes that "we will roll into Birmingham for breakfast next Wednesday morning," and now that place is over here in Alabama. "I'm sorter disappointed." In another letter he writes: "Now don't you go an' try an' look nice. By the time we turn the top of Red Mountain, we'll look like a pack of tramps, and if the police don't get us, the only reason will be that we can outrun them."

MACON, GA.

SEVEN STAYERS OF THE BUFFALOS.

Hedge, Adams, Jewett, Fenton, Russel Bros. and Nicholas, all of the Buffalo Bicycle Club, wheeled to Springville and back on Sunday, a distance of seventy miles, the round trip. Russel reports the roads in excellent condition, and claims it to be the prettiest ride out of the city.

THE BUFFALO ZIGZAGS' UNLUCKY NUMBER.

Thirteen of the boys recently wheeled out to the park to have their photos taken on their wheels. When they were all in line some one tried to dismount, resulting in a general mixture of wheels and boys. The Captain's new wheel was badly buckled, also some others, but not quite so badly. Although the boys are not in the least superstitious, it seems very strange that thirteen have never been together on any run, without ending in some kind of a "scrape." This seems to be the club's unlucky number. It will be remembered that thirteen started out the night Mr. Sherk took his severe header on Richmond Avenue, and also when so many wheels were broken on Elmwood Avenue, besides other instances too numerous to mention.

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Send for further particulars and terms.

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313 W. 58th St.,
NEW YORK.

Interest in the coming meeting of the Tennessee Division of the League and the four days' tour to follow is not flagging. A mammoth meeting of all wheelmen in Nashville and vicinity will be called soon to arrange for the parade during the Meet. The time for the mass meeting has not yet been fixed, but will be announced in due time. It is desired to make this the most imposing parade Nashville has ever seen, and no doubt an almost unanimous response of all local wheelmen will be had to the call.

At the last regular meeting of the Nashville Bicycle Club, Ed. Palmer resigned the Secretary-Treasurership, and Hugh Cunningham was elected to the vacancy.

Mr. F. R. Miller, of the Riverside Wheelmen, who recently took second prize in the 25-mile road race, has been riding only one year. He has shown splendid form in several other events. Mr. Miller will attend the races at Huntington, L. I.

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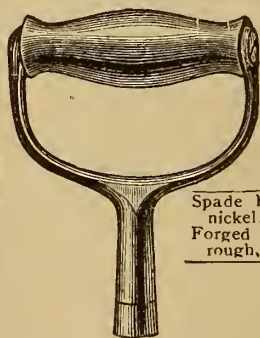
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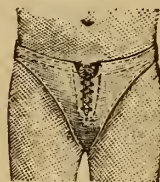
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FRONT VIEW

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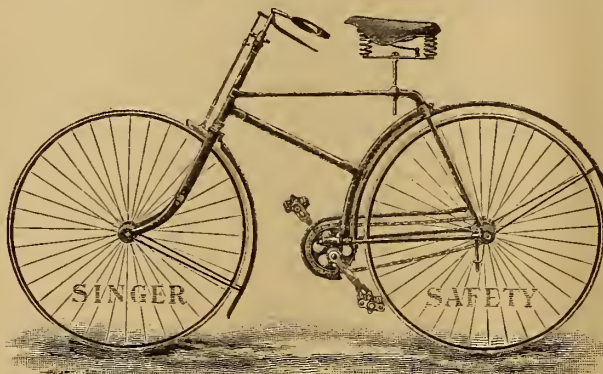
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BACK VIEW

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Price, \$135.00.

W. S. Doane climbed Corey Hill, the 19th inst., three times in succession without a dismount, on a "Singer" Safety, geared to 57 inches, regular stock machine, 6 1/2 inch cranks, thus beating his own performance of last week. W. W. Stall, G. M. Worden and Asa Windle, witnessed the feat. A strong head wind was blowing at the time of the ascent.—From Bi. W. & L. A. W. Bulletin, May 24, 1889.

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