

THE WHEEL

—AND—

CYCLING TRADE REVIEW,

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 23 Park Row,

P. O. Box 444, New York.

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

It is a fact well recognized in newspaperdom that most writers are only at their best when making the retort, courteous or discourteous, as the case may be: the latter nine times out of ten. It is characteristic of human nature, and of animal nature for that matter, that small men and small animals are always most ready to make the retort uncourteous. They are continually expecting and making ready to be jumped upon by their larger and more powerful fellows, and consequently they are always in a state of armed neutrality, ready for active warfare at the slightest provocation. The newspaper world has its small and its large men, and should the big fellow overlook the small one, or consciously or unconsciously slight him or his, forthwith he betakes himself to his slimy inkpot and lays about him in great fashion. Our own little cycling world has seen too much of this petty warfare. We do not refer to legitimate criticism or correction, for of that we cannot have too much; but to the descent into nasty personality, personality not supported by a scintilla of fact or even probability, but based on the excited individual's unbridled imaginings. The lesson to be learned by all cyclists is, that when A attacks B you are not qualified to judge of the merits of the case unless you have read B's story and learned the cause of the attack. If you cannot read B's story you may safely conclude that B has embedded an arrow in a particularly sensitive spot in A's makeup.

The case in point is an article in the *Sporting Life* signed by "Perseus," entitled by the editor "An Unwarranted Attack Sharply and Ably Answered." Our readers will recollect an editorial discussion on the question of patents in which we made use of the *Sporting Life* to illustrate a point, and for this presumption "Perseus" indulges himself in a paroxysm of insinuation and belittlement, and then admits that THE WHEEL is the "most readable cycling paper in the country, and that he is in perfect accord with our opinion," as per the following: * * * "For, like Mr. Prial, he believes that the true inwardness of the patent rights and ownership can be determined only in the courts.

For that reason he has refrained from making any comment one way or the other, and has simply presented the facts as they are."

A BRIGHT day is dawning for Wheelmen in New York. The press is thoroughly aroused to the necessity of smooth pavements. The majority of the great dailies advocate the use of asphalt for the residence streets, which would include all New York above Fourteenth Street, with the exception of such heavily travelled streets as Ninth, Eighth, Sixth, Third and such Avenues. Some even go further and approve of smooth pavements for the down-town streets. The Chamber of Commerce is alive to the situation and has put itself on record, by formal resolution, in favor of asphalt pavements up-town, and the smoothest possible pavements that will stand heavy traffic. It is not ready to accept the vague hints about smooth pavements not being able to stand our climate; they want the authorities to experiment, that the best possible results may be obtained. At any rate, the result of the agitation is that the area of asphalt pavements in Gotham will grow from this time, and the ending—no man knoweth.

WHEELMEN have much to be thankful for in this, the "Month of Roses." The railroads have decided to transport wheels free to all parts of the country, and the wave of roads improvements is crystalizing.

The resolution, reprinted in another column, came up before the Railroad Association for discussion. It was passed as an experiment. One of the most prominent officials of the Trunk Line Association, in discussing the resolution, made a statement to the effect that wheelmen individually were gentlemen, but as a crowd they were ——— fools. This railroad official forgot that all crowds are more or less "fresh," whether they be boys on the way to a baseball match or statesmen en route to a political convention. At any rate it behooves cyclists to use some discretion when traveling. They should not monopolize the train, cause the officials any trouble, or annoy other passengers. We wish to impress upon cyclists the fact that should any misbehaviour on their part ever be reported to the railroads, the resolution just passed will be rescinded, and it will be many a day before the Trunk Line Association will ever consent to reconsider the question if they ever decide to fix a tariff.

LOOK AT THE NUMBER.

It has been brought to our attention recently that many second-hand wheels bought and sold have either had the number effaced or tampered with. Anything of that sort pre-supposes something crooked, and riders, new or old, should, as much as possible, purchase of dealers or authorized agents, to avoid possible difficulties. Of course, where the seller and wheel sold have been known to the purchaser any length of time, there is little danger of fraud, but readers of cycling papers cannot fail to note the rapid increase of late in the number of stolen wheels. It is only fair to presume that the thief does not want a wheel for his own use, but will sell it at whatever price is obtainable. Removing or changing the number destroys all identity so far as tracing stolen property is concerned. For that reason it has always seemed to us that each detachable part of a wheel should have its number deeply and plainly stamped upon it by the makers. When that is done, the difficulty of removing it is increased. Let the wheelman make record of the number, as he would that of a hundred and twenty-five dollar watch, and when lost or

stolen, he has something besides the general appearance to go by. Riders may say that they would know their own wheel among a thousand others. Perhaps they would, but this country is a large one and the means of transit rapid. The unlucky owner may never have a chance to compare it with others. We venture to say that not five out of every ten stolen wheels are ever recovered.

KEEP YOUR BUSINESS EYE OPEN.

The *Press* is glad to see that the Chamber of Commerce has taken ground in favor of the idea advocated in these columns—that while heavy stone pavements should be laid in the business part of the city, a clean and noiseless asphalt pavement should be put on the streets mostly used for residence.

General John Newton advocated this adaptation of pavements to the nature of the streets, while Commissioner of Public Works, in a valuable report full of information as to the estimated cost of these improvements per square yard; but until the Legislature that recently adjourned had authorized the expenditure of \$1,500,000 a year for this purpose it was lawful to spend only \$500,000 a year therefor.

The interest taken in the subject by the Chamber of Commerce should not be fitful. Let its committeemen, Messrs. F. B. Thurber, Cornelius Vanderbilt, J. B. Crane, J. Claflin, J. H. Seymour and Henry C. Meyer, provide themselves with copies of General Newton's report and keep a close watch on the expenditure of the increased appropriation available, so that the city may get its money's worth as estimated by expert authority. Few people stop to consider what a valuable impetus would be given to New York's trade by making it, say, ten per cent. easier to drive a wagon load of goods one mile. Time is money, and the Chamber of Commerce is the very body that ought to keep an eye on the improvements of the streets.—*New York Press*.

TRY ASPHALT.

The voice of the Chamber of Commerce, to this effect, should be heeded by those who have the spending of the city's millions. The great merchants urge that in the residence portions, and where the business traffic is not heavy, asphalt pavements be given a thorough trial. The suggestion is eminently wise and should be carried out.

The harshness of our climate, the volume and weight of trucking, and the perpetual digging in our highways are the chief excuses that the city can offer for the horrible condition of its streets. But they will not be accepted as adequate, in so far, certainly, as they relate to the quieter districts.

In those sections, at least, we might luxuriate in civilized pavements. Here asphalt can do valuable pioneer and missionary work. For revolutions never go backward, and once let this style of pavement, judiciously and honestly laid, be extended over a considerable area and it is bound to spread over the city except where the granite block may be required by the conditions of our heavy down-town traffic.—*New York Sun*.

A GENEROUS ACTION.

At the regular meeting of the West End Bicycle Club, Rochester, N. Y., on June 7, it was voted to contribute \$25 from the club treasury toward relief of the Johnstown sufferers. Other clubs with a full treasury can not do better than follow in the Rochester club's footsteps. At such a time of need and suffering, all thought of club junketings, improvement of roads, etc., must step aside and give way to relieving necessity and want.

Looking at the matter from the more selfish point of "good policy," the action would still be creditable. It can do no harm to wheelmen all over this broad land to be known and—well, advertised, if you put it so—as generous men and women. When cyclists in England purchased and presented to the Life Saving Service a staunch and serviceable life boat, no one sneered at the widespread publicity the generous act brought upon them. All honor to such actions, say we!

WHEEL GOSSIP.

The annual outing of the Springfield Bicycle Club will be held on June 25.

"Tandem" will kindly note that we have several letters for him at this office.

Eleven New Bedford bicyclists made the trip to Providence and back on June 9.

Class, Schoefer and Clarke, will be trained by W. B. Troy, at the Berkeley track, this season.

The Brooklyn Bicycle Club will start on a pleasant trip to Poughkeepsie and Ramapo Valley on June 22.

The Louisville Cycle Club, 100 strong, is announced to head the Masonic parade in that city on St. John's Day, June 24.

The Lynn Cycle Club contemplates holding a race meet at Glenmere Park, July 4, if there be no celebration of the day by the city.

The race for the championship of the Cincinnati Bicycle Club will be from Chester Park to the Hamilton toll gate, a distance of 17½ miles.

Herbert Doughty, 55 Chatham Street, Lynn, reports to the police that some one on Saturday last stole his bicycle from in rear of his shop.

At least half a dozen bicycles are ordered by different members of the Women's Wheel and Athletic Club, and tricycles are selling at a discount.

T. A. Carroll, of Lynn, will devote his time principally to the cycle business for the present, having resigned the secretaryship of the Heelers' Union.

Our old friend "Free Lance," steals into the Crystal Palace grounds on a summer evening, and shows us the fliers at work, Hillier, Osmond and the rest of them.

F. E. Olds, of the Los Angeles Wheelmen, has himself constructed a Rover type safety, and it made its appearance for the first time at the Los Angeles Meet, May 30.

Irish inventions seem to be coming to the front with a vengeance lately, as witness Keating's patent spring fork and luggage carrier and Dunlop's Pneumatic Safety.

The captain of the Roxbury Bicycle Club has called the following runs for this month: June 16, Waltham, via Dedham; 17, Squantum; 23, Cobb's Tavern; 31, Nahant.

Twenty-two wheelmen of the Louisville Cycle Club took a most enjoyable run from that city to Shepardsville and return, on June 2. On June 9 a well-attended run was also taken to Greenville, Ind., and return.

Charles E. Thomas, the new General Secretary of the Y. M. C. A., at Nashville, Tenn., is a believer in muscular Christianity, as evidenced by the fact that he rides a safety machine despite his 225 pounds avordupois.

Charles Schwalbach has offered a handsome silver cup to be competed for in the five-mile club championship of the Kings County Wheelmen, and another to be competed for by teams from the Brooklyn wheel clubs only.

Mr. W. G. Shack, of Buffalo, N. Y., is one of the most enterprising wheelmen in that city. Located at 119 Laurel Street, he has chosen two good wheels to handle, the New Rapid and Quadrant, and has no cause to complain of trade.

RIGHT YOU ARE.

I take the paper because it is the best cycling paper published.

F. W. KITCHING, New York Bicycle Club.

Wheelmen that intend having anything done in the line of re-naming, re-nickeling, or repairs, can not do better than read the advertisement of Geo. R. Bidwell & Co., 313 West 48th Street, in this issue, and then talk with Mr. Bidwell on prices.

The Milwaukee Bicycle Club has called runs as follows: June 16, Oak Creek and New Coeln; 23, Racine; 30, Butler Post Office; July 7, Pewaukee and Waukesha; 10, Silver Springs, moonlight; 14, Menomonee Falls; 21, Whitefish Bay; 28, Waukesha.

Capt. Newman of the Cambridge Club, Capt. Robinson of the Charlestown Rovers, Messrs C. S. Clarke, Burns and Paley of the Cambridge club, and Messrs. Robinson and Libby of the Rovers, are the acknowledged best safety riders in Eastern Massachusetts.

Miss Mabel Beers of the Middlesex cycle Club, rode from Everett to Newburyport, June 1, a distance of forty-two miles, making but one dismount in twenty-five miles. She rode back the following day as far as Ipswich, where the rain forced her to take the train.

In THE WHEEL of May 31, the opening of the Penn Wheelmen's new club-rooms was erroneously located in Philadelphia, instead of Reading, Pa. We can only lay the blame on the broad shoulders of the printers, and the club will please accept our apologies.

James Lynch, residing at No. 16 Sachem Avenue, Lynn, while riding on a bicycle through Nahant Street, June 7, came into collision with a team driven by Frank Foss and sustained a very serious injury to the hip. His injuries will necessitate confinement for several weeks.

Mr. T. A. Carroll, the former president of the Lynn Cycle Track Association, has just completed arrangements whereby he will be able to hold either a two or three days' bicycle tournament at the Lynn track some time during September. He promises it will eclipse all previous tournaments held on this famous track.

If any intending cyclist of either sex is deterred from first attempts by fear of publicity, they should remember that Geo. R. Bidwell & Co., have a large and commodious riding hall near their place of business, where every aid is given to beginners. Rates are moderate, and special hours can be secured by appointment.

Probably the largest number of applications for membership in a bicycling club received and acted upon at one meeting, was received by the Ramblers' Bicycle Club of Buffalo during the month of May, and acted upon at the meeting held on the 4th inst., when twenty-three of the applications were favorably received.

The celebration at Highlandville, Mass., July 4, will include a bicycle race, twenty-five miles handicap, for three prizes. In the afternoon there will be a mile novice bicycle race; mile scratch race; three-mile bicycle, handicap, open; five-mile bicycle, handicap, open; mile bicycle consolation. Entries close June 30, with W. E. McCune, Secretary.

HONOR WHERE IT IS DUE.

We note the *L. A. W. Pointer* of May 15 clips freely from current number of THE WHEEL, but omits to mention the source. We know that wheel news is scarce in the West, but, Brother Hinman, do you not think the mill that does the grinding should have credit for the grist?

Enoch Townsend, of Saco, Me., has announced his intention of trying to wheel from Boston to Portland between sunrise and sunset. The distance by road is 116 miles, and over some very rough stretches. Townsend is considered among the most hardy of New England road riders. Last year, in the course of his duties as electric lineman, he cycled 3,500 miles.

A woman's bicycle club has been organized at the Boston Highlands. There are at present nineteen members, and the captain is one of the recognized leaders of Boston society. They have runs once or twice every week, and as all are uniformly attired in neat riding habits of dark blue, they present a charming appearance wheeling over the smooth roads of the suburbs.

C. H. Smith, of Detroit, Mich., comes to the front with a luggage carrier that will fit any safety bicycle. The clamps are adjustable and fit any size steering rod, from ¾ in. to 1½ in. When not needed it can be readily carried in the pocket, being neat and light. Finish is nickle-plated metal parts, with glazed straps. For price and general appearance see our advertising columns.

JACK'S FRENCH CRITICISED.

Purvis-Bruce is communicating a blood-curdling "Tale of a Skull" to the *Bicycling World*. We have under its nervous influence thrown the office paste-pot at an old gentleman who called to ask about differential gearing, and we hereby offer him our sincere apologies. We wish Bruce would print an "r" in "quartier" though.—*Wheeling*.

In a comprehensive letter in last *Bicycling World*, Chief Consul Emery, of Massachusetts, refers to the uniform committee as a "so-called" committee. The committee was never discharged, and we think the Doctor slightly presumptuous in applying this adjective to it. It is scarcely good policy to quibble in the official organ. It is for the executive committee to decide whether the committee is "so-called" or *bona fide*.

W. Van Wagoner, of Newport, challenges any amateur wheelman of New Bedford to a ten mile race, to be ridden in Newport; a twenty-five mile race, to be ridden at New Bedford; and a fifty mile race, to be ridden in the town where the winner of the twenty-five mile race resides. All of the races to be ridden on the public road, and with road wheels not weighing less than thirty-eight pounds.

We beg to call the attention of the editor of the *Bicycling World* to one important correction. In issue of June 7, it is editorially stated that "all the competitors in the intercollegiate race were suspended." This is not true, as only Bailey and Davis were suspended. In the official department of the same issue, appears Chairman Davol's official notice of suspension. Can it be that the editor of our esteemed contemporary does not read his own paper?

GRAND BOULEVARD FROM BERGEN POINT TO FORT LEE.

The Hudson County Board of Freeholders will issue \$1,000,000 bonds within a month to build a new county road from Bergen Point to Fort Lee. The work will be at once commenced. The distance between these two points is about twenty miles, and no doubt the road which will be of macadam, will be one of the favorite stamping grounds for New York wheelmen.

DEATH OF MR. H. F. GRIFFIN, LONDON.

We regret to learn that Mr. H. F. Griffin, the founder of Goy, Ltd., is dead. Mr. Griffin, who was well known in London cycling circles, was connected with the sport from its earliest days. He was President of the Stanley Dramatic Society, and interested in several other clubs. He was also the first to deal in machines on what was for a long while termed Goy's New Plan.

OUR UNGALLANT CONTEMPORARY.

The following lines are scrawled on an inn window in Shropshire:

"Dust is lighter than a feather,
Wind much lighter is than either;
But alas! frail womankind
Is far lighter than the wind."

It is stated that the man who wrote this never took his girl out on a tandem.—*Bicycling News*

Wheeling, in a recent issue, succinctly "sizes up" and comments on Whittaker's interview, as published at length in various American papers, both lay and cycling:

"Stillman G. Whittaker interviewed says that you can do no good on the English professional path unless you are with the gang. Which gang? Morgan's? He (Whittaker) has done with professional racing, and is going in for reinstatement as an amateur. We are tired of being a journalist, and are in strict training for a dukedom."

LADY CYCLISTS AT BUFFALO.

The Women's Wheel Club held a regular monthly meeting at the club-house of the Buffalo Bicycle Club the evening of June 3. The by-laws of the club were amended so as to include the Pedestrian Club recently formed. In consequence of this amendment the name of the club hereafter will be the Women's Wheel and Athletic Club, under which name the ladies will lend their influence to promoting physical culture of all kinds among the women. Five new names were added to the membership list. The Wheel-club uniform as finally decided upon is of dark-green cloth plainly made and having a soft hat made of the same material.

ELWELL'S PARTY ARRIVE IN LONDON.

The party of thirty American cyclists who landed at Cork May 27, arrived in London to-day from Oxford. They will be quartered at the cosey Hotel Bloomsbury. They report a most cordial reception along the line. At Birmingham a delegation of sixty local cyclists met them outside the city, and the Mayor ordered the streets cleared of traffic to facilitate their triumphal progress into the town. At Oxford the whole party was entertained sumptuously by the undergraduates. They remain here a week, during which time

they will every day be engaged upon some entertainment with the local cycling clubs.—European edition *N. Y. Herald* of June 10.

In a recent number of THE WHEEL, we wrote some interesting paragraphs about English racing men. Both *Wheeling* and the *Cyclist* object to two statements, viz.: That Furnivall will compete this year, and that some of the crack amateurs are in the employ of makers on weekly salaries. We had no desire to misrepresent things English. The information on which the paragraphs were based was received direct, by word of mouth, from an American professional lately returned from England. We believe that he had many friends among the English racing men, and we are not yet ready to believe that he deliberately misrepresented his friends. If so, we should be glad to know it and will publish any explicit denial which *Wheeling* or the *Cyclist* may make.

The Gormully and Jeffery Manufacturing Company furnish employment to about 300 men at their factory in Chicago. They have been running over-time the entire season, and are still far behind their orders. Unlike most American manufacturers they have found a lively demand for their ordinaries. This is perhaps due for the most part to their widely scattered clientage, which is by no means confined to the cities where the safety craze is in vogue. Decoration Day was a gala one for the Light Champion. Under Frank Bodach it won the Pullman race in the best time of the day, bar the time of the three scratch men. Bodach chose an American Rambler as first prize. The Light Champion under John Bensinger took the time cup in the great Irvington-Milburn road race also.

STEAM TRICYCLES IN FRANCE.

A race interesting as a novelty recently took place in France on steam cycles, all built by the same firm, Dixon, Bouton & Trepardaux. The machines resembled miniature locomotives, and were ridden by each of the three partners of the firm. The course was from Neuilly to Versailles and back, a distance of 10½ miles. The road was hilly and in rather bad condition, but the winner covered it in 1 h 28 m. 6 s. This mode of travel does not seem to be an unmixed pleasure, for the riders are spoken of as covered with dust from head to foot, and with eyes bloodshot by road and coal dust blown in their faces during the rapid passage. It must be something like riding on the ordinary locomotive with no cab for shelter.

An unfortunate accident at Newport, England, which resulted in the death of an old man named James Jones, aged 78, who was struck on the right hip by the handle of a safety, whose rider was traveling at a slow rate along the Commercial Road, has caused quite a scare in that place. On Monday morning, May 20, before business commenced at the Borough Police Court, the Mayor said he should like to draw the attention of the head constable to the reckless way in which bicycles were driven through the streets of the town. He said that a poor man was knocked down near Commercial Road on Tuesday last by a bicycle and was now lying dead. Six miles an hour should be the maximum rate at which they ought to travel through the public thoroughfares. He hoped the head-constable would impress it upon his subordinates to stop bicyclists at all hazards in the same way as they would stop a runaway horse. The Head-constable said the matter would be attended to.

PROGRAMME OF CAMBRIDGE (MASS.) CYCLERS.

Captain W. J. Newton has issued the following circular to Cambridge Club men:

The following runs are called for June:

Sunday, 16.—Providence. Two-day's run. Start from club-house at 6 A. M. sharp, ride to Walpole or Cobb's for breakfast, then to Providence for dinner, and in the afternoon take the steamer to Rocky Point, returning to Providence at night. Next morning take the train for Boston in time to arrive at Copley Square and join the Massachusetts L. A. W. Division Spring Meet at Squantum; returning from Squantum Monday evening by wheel. Those who cannot go to Providence will meet the club in Copley Square, Monday morning at 10 o'clock, when they start for Squantum.

Sunday, 23.—Lynnfield, via Wakefield. Arrangements will be made for dinner and boating on the pond.

Sunday, 30.—Union run to Massapoag Lake, Sharon.

The ease with which the common every day reporter gets swamped in touching on any unfamiliar specialty, is obvious in the *Evening Telegram's* mention of the Century Run to Philadelphia last Saturday. After perusing it, the reader is left in doubt whether a road race or tour took place, or if a free advertisement of one of the L. I. W. is not intended. This scribe speaks of "Young Parker" as a "wonder on the wheel," and his performance last Saturday as something "phenomenal." He further misleads the reader by speaking of Parker's being *fouled* by Beazely, of the K. C. W.'s, in his thirty-fifth mile. We had the impression that an average pace of less than eight miles per hour was to be taken. Of course collisions and accidents might occur, but *fouls*—well, scarcely. One more slight correction and we are done: Instead of only *thirty-seven* making the entire run, *forty-six*, including one lady on a tandem, rode through to Philadelphia. Without wishing to detract from any particular man's fame, it seems to us that the performance of the whole party was equally well worth mention. A more complete account may be found elsewhere in our columns.

Columbia's Champions, a bright athletic weekly, published at Boston, and presumably never read in the New England College world, makes unfair and misleading comments on Chairman Davol's suspension of Davis and Bailey. Notwithstanding "Leh Sharty's" assertion that he has a "pretty shrewd idea of what justice is," we beg to assure him that his shrewdness is ignorance in this case. Other papers are not "silent on the subject of Chairman Davol's suspensions." It has been commented on all sides and by many influential papers. *Columbia's Champions* is the only paper which has failed to commend Chairman Davol's action. The decision is not "extraordinary," and "Leh Sharty" has not looked at the matter from every point of view. Referee Curtis had no power to prevent Davis and Bailey from riding in the Intercollegiate race. The duties of a Referee extend only to that which happen while a contest is going on, such as fouls, etc. In matters of this kind his decision is final. Upon the question as to a man's eligibility to ride, the Referee has no power to pass. He simply receives protests and orders the prizes to be withheld until the status of the man is decided. This question of status or violation of laws can only be decided by the body governing the branch of sport to which the contest belongs. In the case of Davis and Bailey, Chairman Davol, representing the Racing Board, had full authority to suspend the men.

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Warwick Perfection Wheels



This Machine is Constructed of Wrought Steel Throughout. NO CASTINGS.
Sensitive Steering Overcome. As Perfect of Control as a Tricycle.

Adjustable for Height and for Steering. Adjustable Footrests. Spring Bearings to
Both Wheels. 30-inch Wheels Geared to 54-inch.



*Have More Genuine Improvements than
Any Other Wheels on the American
or European Markets.*

THE FOLLOWING

ARE

Some of its Many Advantages.

1st.—A DIRECT ACTION PLUNGER BRAKE whereby the hand does not have to be removed from the spade handle to apply the brake.

2d.—A SPRING BEARING AND FRAME TO FRONT WHEEL whereby concussion and vibration are brought to a minimum.

3d.—ITS PEDALS have a perfect vertical adjustment and are perfectly dust proof.

4th.—THE HANDLE BARS are made from tapering weldless steel tube, tapered internally so as to give great strength at the part where required—i. e., at or close to the head—and will not break as is the case with other handle bars.

5th.—THE RIM is made from one piece of sheet steel, thickened at the bottom where the spokes are connected.

6th.—THE SPOKES in case of breakage can be quickly replaced (without sending to factory or repair shop) by removing a nipple, which can be removed from the outside of the rim without taking out the tire.

7th.—THE RUBBER TIRE being made the shape of a spherical triangle and covering the edges of the rim, will wear longer and will run with less labor than any other tire now in use, and are WARRANTED NEVER TO COME OUT, being secured in the rim by a flexible core, and are stretchless in their circumference.

8th.—THE BACKBONE is made from weldless steel tube, being tapered internally, and is four gauges thicker at the part where the greatest strain comes—namely, at the neck or head. Over 5,000 of these backbones were made and sold in England last year.

9th.—THE FRONT FORKS are of the same well-known perfection patent, thickened at the part where the greatest strain comes.

10th.—THE BEARINGS are vertically adjusted and are warranted perfectly dust proof, and will run several thousand miles without oiling or adjustment.

11th.—THE SADDLE is a new departure from the unsightly coil springs used in other saddles. The springs used are India Rubber Buffers, which take up concussion and vibration. The saddle will not stretch in case of its becoming wet, either from perspiration or rain. It has, also, a new side rocking motion, and its ease and comfort can only be appreciated by its use. It can be adjusted to any wheel.

12th.—THE SPADE HANDLES are detachable and of a new form, the grips being made to conform to the angle of the rider's body.

13th.—THE ENAMEL is of a high grade and polish, and cannot be broken with ordinary use.

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WARWICK CYCLE MFG. CO., SPRINGFIELD, MASS.

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Catalogue now ready.

THE GREAT CENTURY RUN '89.

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 5** J. V. L. Pierson, Capt. Bloomfield Cy., Committee.
 6. W. B. Krug, Captain Citizens B. C.
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 8*. J. V. Hoffman, Citizens B. C.
 9. N. H. Weed, Brooklyn B. C.
 10. B. M. Cole, Brooklyn B. C.
 11*. W. H. Meeter, Captain, Brooklyn B. C.
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 13*. H. G. Fay, Brooklyn B. C.
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 20. Dr. A. C. Griffen, New York.
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 27. P. C. Shaeffer, Harlem Wheelmen.
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 32. W. Newman, K. C. W.
 33. R. Starrett, K. C. W.
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 37*. A. L. Ward, K. C. W.
 38*. G. G. Teller, L. I. W.
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 41*. W. G. Speier, Century Wheelmen, Philadelphia.
 42*. W. L. Degen, Century Wheelmen, Philadelphia.
 43*. C. W. Dalsen, Century Wheelmen, Philadelphia.
 44*. C. A. Dimon, Captain S. C. W., Philadelphia.
 45. Frank Becraft, Tuxedo, New York.
 46. A. B. Taylor, Sloatsburg, N. Y.
 47*. A. W. W. Evans, Captain New Brunswick B. C.
 48*. H. E. Krober, Vonkers B. C.
 49*. H. M. White, Trenton, N. J.
 50. C. M. Perrine, Trenton, N. J.
 51*. W. G. Hilyard, Rosemont, Pa.
 52*. H. Grant Cline, Bryn Mawr, Pa.
 53*. Warren L. Welch, Wissahickon Wheelmen, Phila.
 54*. Miss Kate W. Welch, Wissahickon Wheelmen, Phila.
 55*. C. B. Scudder, Capt. Huntington B. C., New York.
 56*. C. C. Grumman, Huntington B. C., New York.
 57. C. F. Johnson, New York.
 58. H. T. Jacoby, Brooklyn.
 59. H. L. Biel, Brooklyn.
 60. W. W. Slack, Trenton.
 61. H. S. Josephs, Harlem Wheelmen.

ORANGE.

- 64*. C. A. Lindsay, Captain Orange Wheelmen.
 65*. F. P. Jewett, Orange W.
 66*. C. W. Freeman, Orange W.
 67. C. F. Foiles, Orange W.
 68. Everitt Townsend, Orange W.
 69. H. W. Hampden, Orange W.
 70. Mr. Noyes, Orange W.
 72*. John Long, Orange W.
 73*. F. H. Amerman, Orange W.

NEWARK.

- 4*. F. W. Keer, H. C. W., Committee.
 74*. H. Russell, Essex B. C.
 76*. A. F. Rummell, Essex B. C.
 77*. A. H. Scudder, Essex B. C.
 79*. C. H. Edge, Essex B. C.
 80*. E. C. Harris, Essex B. C.
 85*. W. Garrabaut, Essex B. C.
 84*. C. S. Swain, Essex B. C.
 86*. W. C. Swain, Essex B. C.
 82*. R. L. Prindle, Essex B. C.
 83*. J. T. Logan, Essex B. C.
 — Mr. Uhl, Essex B. C.

CRANFORD.

- 81*. R. F. Hibson, K. C. W.

PLAINFIELD.

- 2 75. F. L. C. Martin, Capt. Plainfield B. C., Committee.
 78 75. W. T. Milliken, Plainfield B. C.
 100. C. Newbourg, Prospect W., Brooklyn.
 101. H. Newman, Prospect W., Brooklyn.
 R. V. Whitehead, Trenton Wheelmen.
 F. L. Wallington, Trenton Wheelmen.
 C. T. Aronson, Trenton Wheelmen.
 H. M. Nichols, Trenton.
 Daniel Hickey, Trenton.
 Edward Smith, Trenton.
 Walter Apgar, Trenton.
 William Howard, Trenton.
 Frederick Duncan, Trenton.
 Thomas Sebald, Trenton.

PHILADELPHIA.

- C. A. Sheehan, Man. B. C., N. Y.
 L. A. Newcombe, Harlem Wheelmen, N. Y.
 Mrs. L. A. Newcombe, Harlem Wheelmen.
 Miss Maude Eisinger, Harlem Wheelmen.
 Miss Adelaide Raisbeck.
 Mr. Raisbeck.

Names of Century makers marked thus *.
 Century makers should mark their badges SURVIVOR, and put them away for next year. Survivors of both runs are designated by **.

Following reached Trenton and registered: 1, 2, 3, 4, 5, 6, 7, 8, 11, 12, 13, 16, 17, 18, 20, 21, 22, 23, 30, 31, 36, 37, 38, 39, 40, 41, 42, 43, 44, 47, 48, 49, 51, 52, 53, 54, 55, 56, 57, 62, 64, 65, 66, 68, 76, 77, 78, 79, 80, 81, 82.

THE GREAT CENTURY RUN OF 1889.

I think I may be pardoned a little pride in the success of the "great century run, 1889." With

a total of about ninety starters forty-six finished in good shape, and nobody badly hurt, with perhaps the exception of Mr. Gessleman, of Germantown, who took a severe fall in Orange, Friday, the 7th, breaking the backbone of his wheel and shaking him up so badly that he immediately took train for home.

The weather was propitious and the light showers were just heavy enough to lay the dust and make no mud. Everything worked smoothly, and, with the exception of the troubles arising from lack of system at the Mountain House, no set-backs were experienced.

At the Mountain House they are obviously not used to crowds and did not appreciate the necessity of punctuality, the clerk going to sleep and not waking us up on schedule time, 3 A. M., so that we were half an hour late in leaving.

Captain Pierson, acting as aide, left fifteen minutes in advance, supplying badges to and collecting the assessments from those who joined the run at Orange and Newark and later at Plainfield and Trenton. Start, 4:30 A. M.; Newark, 5; Elizabeth, 5:30; Westfield, 6:20; Plainfield, 7, on time, having gained half an hour in twenty-three miles without scorching. This was made possible by the excellent character of the road, where, last year, we were forced to walk a large part of the way.

We stopped at Dr. Kinch's, in Westfield, to sample the water in his old-fashioned well. The Doc. was away on a professional visit, but had left the road into and out of town carefully marked out by pointed bright red signs which we immediately proceeded to disregard—of course, by accident—striking the Scotch Plains Road about a mile further up than he intended. We were fully recompensed by the beautiful surface of this road which many said they had never seen equalled.

Captain Martin, of the committee, met the run just out of Plainfield and led the way to the Plainfield Bicycle Club's house, where plenty of rich milk and sandwiches were awaiting us.

From Plainfield we continued down Front Street to New Market where a turn to the left was made, and on time we reached New Brunswick after an extremely rough stretch of thirteen miles. Here a short stop was made on the campus of Rutgers College. A strong head wind had been coming up from the south meanwhile, and the next stretch, to Kingston, was a terror, although but few fell out. About an eighth of a mile from the hotel I loosened my rear tire for nearly two-thirds of its length and was forced to fall out in company with Messrs Beazeley and Isbell, of the K. C. W. The former was suffering from a sprained ankle and the latter had broken his handle-bar in a fall and had ridden nearly ten miles with one handle. Getting a stop over at Trenton, I found on arriving at the hotel that there were a number of others there waiting for the run, ready to start for Philadelphia. At 1:40, ten minutes late, the first bunch came in, reporting the last ten miles to be in bad condition, followed very shortly by the stragglers.

The dinner at the Trenton House was a good one, and as soon as everybody was ready a break was made for the front of the State Capitol, on West State Street, when two photographers got five shots at us, in all. The Trentonians derived about as much fun as we did from it. The "Man in the Window," got a dandy negative, he developed it immediately, and, aside from the fact that some of those on the extreme ends may have been left out, the picture is a good one.

No time was lost in getting away from Trenton, Bristol was reached but little behind schedule, and Philadelphia at last, about 7:30, the sand below Frankford being exceptionally bad.

At Philadelphia the run was met by representatives from the clubs in the A. C. C., and a party of ladies from the Harlem Wheelmen accompanied by several ladies from the Philadelphia Bi. Club, under the guidance of Mr. Jos. R. L. Edwards.

The survivors, some forty-five in number, were taken to the Century Wheelmen's house, and thence after brushing up, to the Continental for supper.

On Sunday, the 9th, a run was taken through Fairmount Park to the Philadelphia Bi. Club's house, thence to Strawberry Hill for a little blow off, and thence to the Columbia Avenue Station, P. & R. R. R., when the wheels were placed on

board the special baggage car provided for our use. Dinner was partaken of at 1:30 at the Continental, and at 3:30 we left for home on the P. & R. R. with a special car all to ourselves. New York, 7 P. M.

Miss Kate W. Welch, Wissahickon Wheelmen, Germantown, accompanied by her brother, Mr. Warren L. Welch, on a tandem, made the entire distance. They were everywhere well up, and Miss W. was as fresh as any of the party at the end.

Mrs. Cossitt, the other lady entry, attempted the run on her single, but the stiff head wind at New Brunswick made it extremely hard for her on the narrow tracks and she wisely gave it up at that point, taking train to Philadelphia.

The thanks of the "great century" runners are due to Dr. Kinch, Westfield; R. V. Whitehead, Trenton; J. R. L. Edwards, Mr. Andrews (P. & R. R. R.), the A. C. C. and a host of others in Philadelphia, for our splendid reception at all points.

At Frankford, Trenton, Plainfield and Philadelphia thousands were out to see the run go by.

R. F. Hibsen, K. C. W., joining at Cranford, broke a handle-bar before reaching Westfield, went back to New York, bought a new one and reached Trenton by train in time to join the run. Messrs. Sheehan and Clements, M. B. C., riding tandem, broke the neck of the machine while going at speed, and, as it was described to me, turned a double somersault, which, of course, ended their riding.

Miss Raisbeck rode the new "Castor" wheel safety, which is ridden as easily as an ordinary, hands off, at Philadelphia.

President Miller had a funny experience. He lay down on the bank near Princeton and unintentionally fell asleep, and might have been there yet but for the kindly offices of a passing farmer.

Warner, on the mouth-organ, and Fuller and Evans, on bugles, were as entertaining as usual, and Wm. DeG.'s patented, duplex, elastic dog-scarer was a screaming success.

The total cyclometer measurement varied from 95 to 101 miles, and but few took the trouble to complete the century, but among those who did were Miss and Mr. Welch, of Germantown, and E. C. Harris, Newark.

It was well that Jay-Purist B—ce wasn't along. There were several immodest young men in the ranks who didn't have their vests and high collars on.

The Trenton photographs can be obtained by sending fifty-four cents, which includes postage, to L. Holdridge, 4 South Green Street, or to D. S. Crystal & Co., 208 Broad Street, Trenton, N. J. The former is the one taken from the window, the latter from the street; both are very good and well finished.

All actual starters in the run are eligible to purchase a memento pin, which will be supplied at the exact cost on receipt of application and one dollar by L. A. C., 25 Broad Street, N. Y. City.

After paying all expenses there will remain a balance of some five dollars, an account of the disposition of which will be published next week.

TRANSPORTATION FROM NEW YORK AND VICINITY TO BALTIMORE.

Mr. C. Newbourg, Captain of the Prospect Wheelmen, of Brooklyn, N. Y., who is employed by the Baltimore and Ohio Railroad, is arranging to run special cars through from New York to Hagerstown, Md., for those desiring to attend the tenth annual Meet of the L. A. W. The Baltimore and Ohio Railroad, noted for its picturesque scenery, equipment, service and fast time, and particularly so for its friendly feelings toward wheelmen, has given Mr. Newbourg charge of the transportation of wheelmen from this section, and we can assure a pleasant trip to those who go via the B. & O. It may be of interest to know that all trains of the B. & O. R. R. pass through the cities of Philadelphia, Baltimore, and within one block of the Capitol at Washington. Any communications addressed to Mr. C. Newbourg, at 415 Broadway, New York, will receive prompt attention. If you intend to go to Hagerstown confer with Mr. Newbourg and he will arrange everything regarding transportation, tickets, certificates, etc.

Elwell's European Tourists.

THE TRIP IN THE CEPHALONIA.

EDITOR OF THE WHEEL:

Since the advent of cycling, there have been tours and touring parties without number, but never before, I venture to assert, have so large a number of wheelmen undertaken as much as the European Cycling Party, which boarded the Cunard steamship *Cephalonia* on the morning of May 18. The party has been very quietly worked up during the last six months by Mr. Frank Elwell, of Portland, Me., whose name is familiar to every wheelman who ever made any very extended tour. He arranged and conducted the "Down East," Bar Harbor, Quebec, "Blue Nose," two Bermuda tours and many others, but this year's effort on his part is by far the largest ever attempted by Mr. Elwell or



MR. F. A. ELWELL, MANAGER.

any other tour-master. Wheelmen on "the other side" are making quite an international affair of it, and many a taste of foreign hospitality will these fortunate individuals be treated to before their return.

The party, thirty strong, met the night before we sailed at the Tremont House, Boston, and were entertained in the evening by the Boston Athletic and Town clubs. The morning saw us clambering up the ship's gangway, laden with gripsacks, steamer-chairs, ulsters and all the usual paraphernalia of an ocean voyager—some of them old veterans of three or four trips, others on their maiden cruise and asking all sorts of crazy questions. What a jolly mixture of all trades and professions we represent! It reminds one of our childish rosary of "Rich man, poor man," etc. I shall have to draw the line on "beggar man" and "thief," but I am pretty sure the rest of the category are all here. (I can personally answer for one "poor man"). Of ages varying from sixteen to forty-nine, of opinions widely different on political, moral and all other subjects, of exactly opposite tastes in many matters, and each with strong likes and dislikes; still a feeling of perfect harmony and loyalty prevails. We are bound together by that strongest of ties—we are fellow-wheelmen. We have our dude, but who ever heard of a tour without a dude? We have our kicker, but how lonesome we should feel without him! Everybody is pleased, and nothing is seen but smiling faces.

Our staterooms were allotted us on coming aboard, and in half a day we were all settled down and feeling as much at home as though we had resided there since infancy. The bedroom steward had a particular veneration and respect for No. 32 (a double room occupied by three companions and myself), it being the room once occupied by the quondam pugilistic champion, John L. Sullivan, on his voyage across. While chaffing the steward the other day he told me that I must not think myself a fine gentleman because I slept in Sullivan's bunk!

Much as we regret the absence of John L. we are not without some few lesser lights on board. That contented and peaceful-looking individual

whom you see in the chair by the door is James Russell Lowell, who, as one of our members puts it, "rather 'put his foot in it' with the Queen." He is a man of short stature, with a full beard of white, incessantly smoking and somewhat resembling the familiar pictures of the poet Longfellow. He is an easy conversationalist and a very pleasant story-teller. That dignified, quiet man promenading with his wife up and down under the huge awnings is Dr. M. M. Bigelow, Professor of Law at Harvard College, author of numerous standard law books and a contributor to various scientific magazines. Accompanying our party is Mr. H. G. Priest, of Birmingham, Eng., who has lately visited the States on a business trip in the interests of the Quadrant Tricycle Co. He is a typical Englishman, not at all reserved but full of life and fun and a great "bluffer." The one-mile road record on the tricycle (2m. 38s.) made by Mr. Priest in 1885 stands to-day unbroken. Not the least among the celebrities, from a wheelman's point of view, is our own Elwell. "Papa" Elwell, who, if not actually celebrated, is beyond a doubt one of the most widely known cyclists and one who has done as much, if not more, for real outdoor cycling than any other man.

The dining-saloon is a very popular room and full of "surprises," the first one being the chair you sit in. You find yourself seated about three inches too far away from the table, and reach down both hands to give it a slight hitch forward, but, like the policemen in "The Pirates of Penzance," it "don't go," and your hands slip off and strike the edge of the table with force enough to bring tears to your eyes. But you smile sweetly, for the lady opposite you has been over four or five times and knows just how you did it. This operation you repeat in periods of absent-mindedness during the entire meal. The different tables (there are five on our boat) are presided over by the ship's officers, the seats of honor being at the "Captain's table," presided over by that worthy in a dress suit.

The next surprise is the bill of fare, which is surprisingly good, and the manner in which it is served, which is surprisingly bad. Everything is brought on in gigantic "soup plates." Not a saucer, sauce dish, salt-cellar, or butter dish have we seen since we left America! One plate, slightly smaller than the other, is known as the "bread-and-butter plate," and sets diagonally in front of your other plate. On the edge of this you roost a piece of unsalted butter, and in it, if you wish to be in "good form," you never put anything but a piece of bread. Everything else is brought in these enormous, deep, dinner plates. Imagine a dab of ice-cream, the size of a silver dollar, a single tart, or your morning oatmeal being served in one of them! The knives and forks are immense, the soup spoons, monuments of metal—but the food is unexcelled.

I have said the dining saloon was a popular room, because four meals are served there each day, and various games and all our



MR. H. S. HIGGINS, TREASURER.

writing done there in the evening. As we are generally doing one of these, we spend a great deal of time there. Next in popularity is the smoking room, where you can always find at any time of day or night a dozen or more enthusiastic pedal-pushers, scrapping over the virtues and vices of the various makes, or swapping stories of century runs and hill

climbing, that stretch your belief in the possibilities of muscle and steel to the utmost.

Here you find that prince of good fellows, "Milord," (Priest) relating stories of English racing and racers, to a knot of "scorchers" whose eyes are bulging out like pegs on a hat tree. Here practical jokes are concocted, and schemes are laid for the downfall of the unwary, and here many a rubber of whist and struggle at six-handed euchre is pulled off. Chorus are shouted and tales invented "while you wait."

The music room is probably the pleasantest room on the ship. It is similar in shape to the letter D, and around the curve reaches a line of port holes to the number of twenty or more, the view from which is singularly fascinating. Nothing to be seen but the ever-changing sea, to be sure, but that is a host in itself—a kaleidoscope whose vastness and variety hold one spell-bound. No better picture was ever seen than that of a huge ship, with every stitch of canvas set, careening forward and backward on the long, heavy swells some half mile distant, the whole surrounded by these circular frames of polished brass.

In this room we have our songs and musicals, and here we retire for a quiet stretch of reading or writing when the breeze is too strong for comfort on deck. We have not picked out our glee club or baseball team yet, but there is plenty of good material for both.

The weather during the voyage has been exceptionally good, the elements having allowed us free use of the decks at any and all times, a privilege for which we have given thanks to Father Neptune daily. The conventional caper is a brisk walk up and down the deck on the windward side, which is usually free from chairs and obstructions, before breakfast (if we got to bed before the lights were out the night before), after which we have a go at shuffle-board or ring-toss. Shuffle-board is a game marked out upon the deck and played with long cues and flat discs—half hop-scotch and half billiards. It is quite interesting, and serves to while away many an hour.

The infantile game of ring-toss suddenly acquires renewed interest, and portly grey-beards and stately dames alike may be seen throwing the rings with a battle-of-Waterloo expression on their physiognomies, and making the most horrible faces if they fail. Then a file of fifteen or twenty cyclists pass by, in the regulation lock-step, chanting some melody (?) indicating their belief that wheelmen are the best, most courageous and handsomest men in existence. Woe unto the unfortunate man who falls asleep in his chair! Just as he gets comfortably off into dreamland, and firmly believes he is witnessing some grand pageant in Paris or wonderful scene from the tops of the Juras, a dozen men tip-toe up to him, and, after silently beating one measure, simultaneously yell "Great Scott!" with a snap and vehemence that bring the sleeper back to mid-ocean with a leap. One unfortunate who fell asleep in the smoking room was relieved of his shoes and stockings, and only awakened by the breezes toying with his "tootsies." One of our party wears a cap similar to those worn by the officers of the ship, and has been asked various official questions by timorous ladies, one of whom offered him her ticket. An antique dame with corkscrew curls, in search of the mate accosted the cook and inquired if he was that individual. "No, mum," replied he, in an elegant brogue, "I do be the man wot cooks the mate."

Cabin passengers are allowed almost unlimited liberty of the ship, and we have been all over her. I was enlightened on sailors' habits, the third day out, by going down through the intermediate and out in the stern on the lower deck, where the donkey engine which does the steering, and the complete steering-gear may be seen. A jolly tar in a blue guernsey explained it all, and I was congratulating myself that I was "pulling his leg," when he suddenly reached down, and with a lump of chalk, drew a cross on the toe of my shoe.

I gazed at him in amazement. He grinned like a fiend and said:

"You're 'chalked,' sir."

"Chalked?" I repeated blankly.

"Yes, sir," you must 'pay the footing," said he.

"And what is the 'footing'?"

"The price of half a dozen bottles of beer," with another grin. I tossed him "two-and-six," with a mental resolve to ask no more questions of anyone, but was twice more "chalked" on

the voyage, and when we left the steamer, more flunkies, waiters, stewards, etc., than I had any idea were on the ship, stood by and insisted on carrying my coat, grip, books and wishing me "God speed," with a look on their faces that would admit of but one translation. I had, by good fortune, only about five dollars in money about me, and it all went. One of the boys expressed a belief that if he met the Prince of Wales, and tossed him a shilling, he would pocket it with a nod.

The steerage passengers are by no means such an unhappy and much abused lot as I have always imagined they were. They have enough to eat, plenty of room, and a clean place to sleep. They all seem happy and perfectly contented. They sing, dance, read, play games and bask in the sun. This is all greatly due, no doubt, to the unusually pleasant weather, and I am told that coming back they carry three times as many as we have at present. A curious sight in the steerage, was an old crone, clad in a dingy, ragged calico dress, a shawl over her head, fast asleep in the sun and tightly clasping to her aged bosom a copy of "Robert Ellsmere." In the intermediate are some very comfortable looking people, and two fine looking young fellows, whom we have decided are on a "lark."

Something that seldom, if ever happened before, is the birth of a child and a death on a single voyage. On the Queen's Birthday (May 24) it was whispered that a new passenger had boarded the Cephalonia during the night, and it was then and there decided that his future cognomen should be "Victor Cephalonia," in honor of the day and the ship, and a collection taken up for his benefit. The following day a poor little steerage soul, of only eleven months, went to its Maker, and the dismal sight of a burial in the ocean dampened our spirits for some hours.

One day is much like another on shipboard, and I am aware that this letter is of but little interest, but in my next, Mr. Editor, I shall address you from the road and not from the ship, and hope to have something of interest to tell my brother wheelmen.

TAM O'SHANTER.

THE EUROPEAN TOURISTS ARRIVE OFF QUEENSTOWN.

[From our Special Correspondent.]

The Cephalonia arrived off Queenstown this midday, and the party of tourists organized by Mr. Elwell were taken off by the tender, on which were a number of Irish cyclists as well as Messrs. J. Pennell and A. J. Wilson ("Faed"), from London, a hearty welcome being accorded our countrymen. The only absentee was Mr. Krumm, of Columbus, Ohio, who is to join the tour at London. The arrival being a day later than had been expected, the rail was taken for Youghal so as to keep engagements.

Cork, Ireland, May 27.

THE EUROPEAN TOURISTS.

[From our special correspondent.]

The wisdom of taking train to Youghal was manifest upon preparations being made over night, several hours having to be devoted to adjusting luggage on the bicycles. Heavy rain during the night rendered the roads very sticky, but when, at 9 A. M., on Tuesday, May 28, a start was made there was very little of the anticipated awkwardness in managing the new mounts. A long climb up the mountains, however, was tiring, the only rider who kept his saddle the whole way up being "Faed." The weather was fine and hot during the morning, but after noon a series of sharp showers came on. From Cappoquin a detour was made to the monastery on Mount Melleray, where the good-natured monks entertained the tourists at a first-rate lunch and escorted them over the premises, the quaint and curious arrangements of the priests and brethren exciting the utmost wonderment. Wheels were then mounted for Dungarvan, upon nearing which town it was found that the entire population was expectantly awaiting the advent of the Americans, numerous displays of bunting, principally the Stars and Stripes, affording visible signs of the welcome which also vented itself in lusty cheers as the tourists entered the town, which is a poor but clean place, principally supported by fishing. After ablutions the tourists adjourned to the residence of Mr. R. E.

Brenan, the C. T. C. Chief Consul, who entertained them at dinner and kept open house the whole evening, songs and merry speeches making the time pass pleasantly.

A fine, bright morning, May 29, gave promise of a pleasant and an easy ride to Waterford, but soon after leaving Dungarvan a succession of heavy showers came on, although a strong wind behind helped the cyclists along over the excellent road. Luncheon was taken at Kilmacthomas and the main body of riders was met a few miles out by the Waterford Bicycle Club, who escorted them into their ancient city, the entry to which was decked with flags. In the evening the local club entertained the tourists to a smoking concert, Dr. Mackay (President of the W. B. C.) and Captain O'Toole (Mayor of Waterford) presiding.

Another promising morning gave false hopes of a fine day, heavy showers again marring the ride and upon reaching New Ross it was found that nothing was to be obtained at the primitive hotel owing to its being a Fast Day—"Ascension Thursday." Fortunately "Faed," as usual, had friends at the Post Office, who, although taken by surprise, contrived to provide a little refreshment. A dozen of the tourists then determined to take train to Enniscorthy, thus escaping further drenchings; and the bold spirits who kept to the road had a hard ride over the hills, but arrived in good time to visit the local sights; and in the evening the Enniscorthy Bicycle Club entertained the visitors at supper.

A beautiful morning, May 31, and splendidly smooth and dry roads, aided in making the run to Gorey a memorable one, and although the inevitable showers after lunch somewhat damped the spirits of a few, there was none of the steady downpour of rain previously experienced, and the glories of the Vale of Avoca were keenly enjoyed, the intensely emerald verdure being typical of Ireland at its best. A pause was made at the Meeting of the Waters, and then, in company with Mr. and Mrs. R. J. McCreedy, of Dublin, on a tandem, a visit was paid to the residence of Mr. Parnell, the famous Member of Parliament, and Rathdrum was reached in good time, "early to bed" being the order in view of the hard day's riding on the morrow.

FAED.

THE BOSTON PRESS CYCLING CLUB'S FIRST RUN.

The long planned and often postponed run of the above organization to Wakefield was taken last Sunday. The weather clerk, who doubtless bore in mind the many jests and gibes hurled at him in times gone by, did not dish out an attractive state of things that morning, and instead of the expected thirteen only some half a dozen materialized. The start was made at Copley Square, and a large number of people gathered to see how a pen-pusher looked when wielding the handle-bar and tempting Providence in such a lofty position. The struggle between the riders and thick mud began at the outset and was continued until Melrose was reached. From there to Wakefield things were little better, and the mud determinedly climbed up tires and impartially bestowed itself on the persons of the wheelmen. As they rode up to the Wakefield Bicycle Club rooms every man presented an unattractive appearance, being coated with the stickiest and most disagreeable sort of mud. After taking dinner with Capt. Robinson and a few of his men an invitation to sail on the lake was accepted. Previous to the start for home the party was joined by Captain Cubberly and a few of the Somerville riders. Together they made a creditable showing and were photographed by Mr. A. H. Binders, of the Middlesex Club. As slight compensation for this ordeal, he afterwards spread before the appreciative crowd a light lunch. From that point the run to the city was uneventful and made with less weariness of mind and body than the morning's trip. The Press Cycling Club had as its guests E. B. Pillsbury, First Lieutenant Sprague and Secretary Ryder, of the Massachusetts.

ST. LOUIS.

The Missouri Bicycle Club had its regular monthly meeting last Tuesday night, and, like all the recent meetings of that organization, it was interesting. In point of attendance it was one of the largest in the history of the club, and the cause of it was the announcement of the re-

opening of the Sunday question. I fear your readers are getting tired of this question; so are we, and it is with much satisfaction that I am able to state that nothing more will be heard of it. It received a "sw pe" that effectually disposed of it, and the champions of the re-rail will have to hunt up some other issue. This is how it was done: The two members of the House Committee who were present saw the handwriting on the wall soon after they arrived; the "turen" was evidently yawning wide for them, and after a hasty consultation with the President and others, a plan was evolved which it was hoped would save them from the apparently inevitable immersion. When the President called for "new business" there was any amount of silence, and receiving no immediate response he passed to the Treasurer's report. It then became apparent that the House Committee did not intend to bring the matter up and seeing that they were likely to be cheated of their prey, and fearing some ulterior motive for the change of front, the friends of the rule called a halt, and directing attention to the notice of the Committee, asked that the question be put and decided. The President ruled the motion out of order on the ground that the meeting had passed that order of business. A motion was then made to revert to that order, and the President having inquired if this could be done legally, and being informed that it certainly could, it was so ordered. Mr. Brewster then called up the matter of change to rule 8, and the President responded by reading the by-law defining the duties of the House Committee. When he had finished, the proposed amendment was offered, and the President again read the by-law, ruling the motion out of order on the ground that matters relating to the house rules could only emanate from the House Committee. It only took a few words from Mr. Will Chauvenet to lay bare the sophistry of this position, and the President said: "Since you are the first person who has presented this matter to me in a gentlemanly manner, I must acknowledge that you are right." Inasmuch as no one had said a word on the subject, either in a gentlemanly or ungentlemanly manner, this remark of the President was decidedly unique. He then put the question, and the few friends of the repeal stood up to be counted. They looked so lone-some scattered around the room, even reinforced as they were by some of the associate members (who had no more right to vote, Mr. Editor, than you have) that it seemed a pity to jump on them; but it had to be done, and the "dull thud" quickly followed. That there may be no misapprehension as to the motives that influenced so many to take a stand in favor of this rule, it should be stated that the moral or religious feature of the case was not allowed to enter at all; they simply did not think it was politic or expedient, or for the best interests of the club, the circumstances and surroundings considered, to repeal the rule, and there will be no compromise on that question.

There was one incident of the meeting that I have saved for the last, though it did not follow in that order. I have hesitated about writing of it because I hate to be a bearer of bad news, and unless you are fortified to face dire calamity you had better stop right here, for when you read on and learn of the adversity that has overtaken you, and realize its extent and enormity, you will need all your courage to bear up under the blow. I want to break it to you gently, and so I will simply state that the Missouri Bicycle Club has stopped taking your paper!!! If you want the particulars we will have to revert to "new business" again. When this point was first reached, the President turned to Willie Brown, who was seated on his left, and in a voice trembling with suppressed emotion asked him if he was ready. Mr. Brown, the pillar of his face contrasting strongly with the inky blackness of his whiskers, admitted that he was. The President touched the button, there was a deep reverberation from a cannon placed in front of the house, rockets were exploded, chains began to rattle, the gas went out, the "guyascutis" howled and the "whangdoodle" mourned. Surrounded by almost impenetrable gloom, relieved only by the ghastly hues that came from the different colored fires that were burning, and accompanied by the dismal wailing of the "swinette," Mr. Brown read the following resolution and moved its adoption: "Resolved, That the Treasurer be instructed to stop the club's subscription to THE WHEEL on account of the false and scurrilous statements of its St. Louis correspondent, and that the Secretary be instructed to write a letter 'roasting' the editor." That may not be just exactly the phraseology of the resolution, but that was its tenor. The first part of it seems to refer indirectly to me, the latter to you. You seem to be getting the worst of it all around; to get even with me they stop taking your paper, and then they propose to "roast" you besides. This is hard lines for you, but I warn you that something dreadful had happened, or would happen, and if you are not prepared it is your own fault. Seriously, could the e be anything more childish—nay, babyish. It was an action fit only for the nursery, and having a natural and, heretofore, pardonable pride in the club, I regret that it has made itself so ridiculous. True, the action taken did not represent the sentiment of the club, for out of nearly fifty in attendance only about thirty voted, including the two or three associates, and the majority, as announced by the Secretary, was only three. The rest were either paralyzed by the dramatic features of the situation, or considered the whole affair a farce in which they did not care to participate.

It is the letter of May 17 to which exceptions were taken; the others are apparently all right. Now, there is not a line in that letter that is not strictly true. Of course, we all know that the truth, plainly spoken, is not always agreeable, but I can't help that. I frankly admit it at the term "bow-legged" should not have been used, not because it was untrue, but because it was unnecessary. I did not, however, intend the term to be taken in its offensive sense; it was merely used to help out a faithful description, and it has been misconstrued I am very sorry, and beg to offer my apologies. Just the same, all that I said was true. There was considerable surprise expressed that a man of age, experience and education, such as Mr. Brown is (I am told he is a lawyer), could be induced to present the resolution. I would like to tell you the language used by some of these people in describing those who voted against them, but it is unfit for publication.

If my space was not already more than filled, I would tell you about the second race between Lumsden and Stone, but really there is little to tell. Percy did his best, but Lumsden used his head as well as his legs, and the race was little more than a romp for him. He is a good 'un and no mistake.

THURIEL.

A feature of the Harrogate camp this year will be the presence of Singer's Apollo Band, which will be attached to the camp from Saturday, 3d August, till the Tuesday morning following.

THE NEW YORK-PHILADELPHIA CENTURY RUN AT PHILA- DELPHIA.

To merely say the great New York Century run was a success at this end of the route would be doing it a rank injustice. It was more than a success—it was a veritable triumph for that plucky band of wheelmen who had ridden from the Oranges to this city. Very few local bicyclers had the least idea that forty-six would finish the hundred miles (remembering last year's run, when seven out of sixty-five finished). Oh, ye Western "toughs!" paste this in your hats. Show us a time when you can get up a club run of a hundred miles, with forty-six participants, and *one a woman*, who finished as fresh as anyone in the party.

On Saturday, June 8, a large crowd of wheelmen assembled at the Century Wheelmen's new house, in response to a call to meet the run, and at 4:20 about seventy knickerbocker-clad chaps started for Holmesburg, where they were to wait for the New York party. After a tough ride along some very bad roads they reached Holmesburg about 6 o'clock, and, stopping at the hotel, then awaited the run, with ill-concealed impatience. Being anxious to get a sight of the party as soon as possible, your correspondent, in company with a couple of others, decided to push on a little further. After about three miles we came in sight of the party, and a pretty sight it was, all riding a narrow side path in single file, and going at a lively pace, the long line of glittering wheels stretching down the road, looking, in the dying sunlight, like some monstrous serpent gliding along. Seeing some acquaintance among the riders, we quickly turned, and were soon asking and answering questions in regard to the distance to be yet traveled and the condition of the road. By this time we had reached the hotel at Holmesburg, where the waiting wheelmen were assembled, and when the first of the "hundred milers" arrived there cheer after cheer was given with a will, and when Miss Welch and her brother Warren arrived on their tandem bicycle, a spontaneous "hurrah" burst from every throat, a compliment that the plucky little Germantown lady richly deserved, and which she acknowledged with a graceful nod and a sweet smile.

At 6:30 Lieutenant Spier, of the Century Wheelmen, gave the order to start, and amid the musical "tootings" of bugles and the plaudits of the spectators, the cavalcade of wheelmen started for the city proper. On going through Frankford and Rising Sun they attracted large crowds of admiring spectators, who lined the streets through which they had to pass, and finally arriving on Broad Street they were joined by an additional crowd of cyclists; so when they at last rode down the smooth asphalt-paved street they numbered fully two hundred men and women, engaging the attention of the large crowd of promenadeers who congregated on this beautiful street. On arriving at the Century's house the wheels were checked and stored away, and the visitors taken down to the Continental Hotel where an informal but bountiful supper was spread, to which they did ample justice.

On Sunday, at 10:30, the entire party, reinforced by many local riders, in all about 150 wheels, took a spin through the Park, winding up with some light refreshments at Strawberry Mansion; and, as they had to go home on the 3:30 train, they were escorted to the depot where the wheels were put in a baggage car and adieu said, all regretting that the stay could not be prolonged.

There were two disappointments in store for the Centurions which in a way threw a wet blanket over the spirits of the boys. One was that they could not have the two New York clubs as private guests, Mr. Clark saying that it was desirable to keep the party together; and the other was the refusal of the Mayor to let them shoot off fireworks, they having made elaborate arrangements for a grand pyrotechnic display Saturday night on arrival of the strangers.

As usual the Centurions do not belie their name "Century," as they had the largest delegation of our local clubs in the run. They were Messrs. Bromley, Spier, Degen and Dalton; the former two having ridden over on their wheels on Thursday and Friday and back again on Saturday.

Mr. Welch and his sister, who rode the 100 miles so well, are members of the Wissahickon Wheelmen of Philadelphia. Philadelphia, June 11. "ARGUS."

MARYLAND.

The Crescent Club gave a "smoker" at their clubhouse, 402 North Avenue, last week. The other clubs were invited, and each was well represented. The house was decorated with leaf tobacco, covering the walls in every room and hanging from the ceiling in great quantities, making a typical "smoker" house. The entertainment consisted of speech-making and singing.

The Clark Cycle Company, N. Charles Street, Baltimore, has sent to each member of the Hagerstown Club a neat gold pin made of wire and twisted into the word "Hagerstown," as souvenirs of the approaching meet. The Hagerstown Club last week elected four active members.

Applications for hotel accommodations are constantly coming in and the hostels are rapidly filling up. In two mails, last week, 105 applications for rooms were received. This was owing to Hagerstown being cut off several days on account of the flood. A list of boarding houses has been prepared, from which accommodations can be secured by all to whom hotel rates are out of reach. A committee has been named which will show visitors to their abiding places on arrival. Mr. H. McStouffer is Chairman of the Committee on Hotel Arrangements, and persons seeking accommodations, by addressing letters to him, will receive immediate attention. Letters addressed to Hagerstown will reach him.

A hearty reception will be given Mr. Luscomb on his arrival at Hagerstown by the lawyers and business men. Joel Gutman & Co., on North Eutaw Street, have their large window now devoted to sporting. The background is given to tennis, archery, etc., but the central figures in front are a little girl lost in admiration of a Victor tricycle, a lady in the act of mounting a Swift safety, and a youngster spinning along on a Victor spring-fork safety. The display is attracting a great deal of attention.

Ten members were elected at the regular meeting of the Maryland Club last week. The club has issued circulars intended to test the sentiments of the members on the subject of camping out at Hagerstown during the Meet.

The project of a united club run, which was inaugurated by members of the Crescent Club, is being discussed with much interest. BAY RIDGE.

TACOMA, W. T.

If the excellent beginning of the Race Committee's work is any criterion we may expect some exciting contests on July 3. The reasons for not holding the meet on the "Fourth" are many, but principally because on that day six of the wheelmen are ordered to Olympia with their regiment to pay their respects to his royal highness Governor Moore, and because the fire department claims the personal attention of six others the same day. The Committee in charge are Messrs. E. A. McCoy, Chairman, Barlow, Clarke, Halstead, Howell and Brockett, and all of them are bound to make a signal success of this tournament, although they labor under many disadvantages, especially a poor trotting track that requires much attention to make fit for racing.

The Committee have carefully figured up the expense of this undertaking, and find that \$500 is necessary to insure a successful and creditable race meet. But they look to the open-hearted people of Tacoma to make sufficient subscriptions, either in cash or prizes, to fill the bill.

The following programme has been decided upon: One-mile novice, quarter-mile heats, best two in three; one-mile race for visiting wheelmen, half-mile without hands; quarter-mile boys' race (under 15); one-mile championship Washington; half-mile novice; one-mile safety; half-mile dash and one-mile consolation.

I think the idea of the committee is to have exciting short races, and do away with monotonous five-mile "processions." They should be congratulated for showing such excellent judgment.

Alas! amid our many successes I am called upon to record doings of the Tacoma Bicycle Club that cast discredit upon her fair name. On Saturday last the members of the Rod and Gun Club showed the wheelmen how to play baseball, and, while the game was close and very exciting, nevertheless the T. B. C. got left. At the end of the fourth inning the scores were 5 to 4 in favor of the cyclists, but somehow or other we got "all broke up" at the same time, and were badly rattled. Ed Rainey and Cromwell made an excellent battery, and Barlow, Halstead and Bill Rainey guarded the "boys" in creditable style. The fielders (special mention being made of Prince Wells, who had an old hoopskirt over his head as substitute for a parol) were very slow to field the out-fies. However, another game will soon be arranged, and although the Gun boys beat us 8 to 4, they will do well to get even four runs next time. After the game a keg of sarsaparilla (Hood's?) was brought from the wagon, and a general quenching of thirst indulged in. To the members of the Rod and Gun Club we extend our hearty thanks for their courteous treatment, and hope some day to be able to repay them for the pleasure given our boys.

Mr. E. W. Johnson, champion all-round athlete, is in town, and very desirous of having a good athletic track somewhere in the suburbs of the city and near the motor line. Mr. Johnson is well-known to the members of all the Eastern athletic clubs as just the man to take charge of such a project, as he has a practical knowledge of general athletics. Both Halstead and Prince Wells have interviewed him, and urged the necessity of a track that will also prove good for cycling, and I am sure that whoever builds a track will keep the wheelmen in mind, especially as public interest is in their favor.

Both Prince Wells and Karl Thompson made many friends in Victoria, B. C., during the celebration of the Queen's birthday. All of the Victoria papers speak in very flattering terms of Wells' exhibition of fancy riding and Thompson's winning of the handsome championship trophy in the 2-mile race. The several accounts were unanimous in the opinion that the Tacoma Bicycle Club members' drill and parade was a great success, and an important part of the programme, and our boys were congratulated many times for the fine display, especially as it was of an impromptu nature. I hope the Victoria wheelmen who favor us by a visit on the "Fourth" (or rather 3d of July) will be able to return home with as many pleasant memories as our boys can readily recall of the good times enjoyed in British Columbia.

JUNE 5, 1889.

SNOHOMISH.

WASHINGTON, D. C.

About twenty-five wheelmen from the Baltimore Cycle Club visited Washington, and were guests of the Washington Cycle Club on Sunday, June 3. A run was taken to Cabin John Bridge, where dinner was had. In the afternoon the return was made and the remainder of the day spent in visiting the scenes of high water along Pennsylvania Avenue and the Potomac front. Captain Curry, reported at the last meeting that Washington had never entertained a more orderly and gentlemanly set of wheelmen, and, he says: "Come again, gentlemen, we have other beautiful roads to show you."

The Capital club intend to give a moonlight excursion down the Potomac to Marshall Hall, a place notable from the fact of its being the former residence of friends of the immortal George, whose home, Mt. Vernon, is just across the river.

A new club of about fifteen members has been organized in Washington under the name of "Columbia."

L. A. W. renewals and applications are not fast forthcoming from the District of Columbia.

An L. A. W. run to Cabin John Bridge is announced for the near future. If the boys turn out in round numbers and show themselves, it will help the District Division a great deal in obtaining new members.

MADISON AVENUE TO BE ASPHALTED.

Madison Avenue, which is already paved with asphalt from 23d to 32d Street, will be laid with asphalt to 59th Street. Madison Avenue runs from 23d Street to the Harlem River. It is one short block east of Fifth Avenue, and will be used in preference to Fifth Avenue by all wheelmen who wish to gain the Park from downtown. It will enable Brooklyn wheelmen to visit the New York riding district with very little uncomfortable riding and *vice versa*. On the Brooklyn ride, there are but three blocks of pavement before one reaches the asphalt which will bring him down Bedford Avenue, to the Park and the Coney Island Boulevard. On the New York side, the route is a half mile of trap-block pavement in 23d Street, from the ferry to Madison Avenue, up Madison Avenue to 59th Street and across to the Park. Madison Avenue is lined from 59th Street up with the houses of some of New York's most prominent citizens, and it is only a question of a short time when the street will be asphalted all the way up-town.

LANCASTER, PA.

East of our city, in a straightaway course of a mile, flows southward our beautiful little river, the Conestoga. The Philadelphia pike passes over it, on a stone bridge of seven arches, built in 1799 by a man whose name it bears, and to whose memory it stands an enduring monument. A tablet in the parapet wall gives its history as follows:

Erected by Abraham Witmer, 1799-1800. A law of an enlightened Commonwealth, passed April 4, 1798, Thomas Mifflin, Governor, sanctioned this monument of the public spirit of an individual. Mr. Witmer was remunerated by tolls, and some person or persons still continue to reap the harvest of his investment. Such a work at an early day was indeed an enterprise of which the State might have been proud, much more so an individual.

This is true, for in those days this road was the great thoroughfare between Philadelphia and Pittsburg, and the then famous Conestoga wagons were of as much importance as are the great ocean steamers that now plow the main between the two hemispheres.

Half a mile north of this bridge the Pennsylvania Railroad crosses the stream by a most substantial stone bridge, such as the wise managers of that great corporation are now substituting for those built of other material. The original Big Bridge, as it was called, was destroyed by fire. They then wanted something that would not burn, and tried iron and steel for a time. Soon they found that they needed something that could not be weakened by rust, and that heat could not expand nor cold contract; and now they will build of stone, solid stone. So they build over the Conemaugh at Johnstown, and the rains descended and he floods came and beat upon that bridge, and it fell not; neither could fire consume it, for it was rock. A most complimentary indorsement of the wisdom of the man who lived and builded almost a century ago, Abraham Witmer.

At the eastern end of Witmer's Bridge stands the toll-gate before alluded to. This relic of the dark ages should be done away with, having served its day and purpose. All public roads should be free. However, the toll gate has no terrors for the cyclist. He passes through with all the nonchalance of a legislator on a railroad train with a free pass in his pocket.

At the western end of the bridge is Potts' Landing, named after the proprietor of Potts' Tavern. I like that term. Hotel would be utterly out of keeping. Sam Potts knows how to run the place, and has stored in his numerous boathouses from seventy-five to eighty pleasure boats, about one-third of which he owns and has for hire. It is a beautiful sight on a summer evening to see the fleet dotting the water. The bright colors of the caps and suits of the rowers, and the flowers and ribbons worn by their lady companions, make a brilliant show upon the fair bosom of the quiet stream, to say nothing of the other fair bosoms whereon the ribbons and flowers are wont to nestle themselves.

I spoke in a former letter of a hill-climbing contest that was to come off shortly. It took place the evening of Thursday, June 6. The open space in front of Pott's tavern was the starting point. A large concourse of people was present to see the fun, and also numerous wheelmen, but only five entries for the contest. Miller and Kohler rode Star machines, Griel and Reist, ordinaries, and Rose, "the indomitable," his rear-driving safety. All good men and true and strong riders. Dave Rose would ride through a stone wall if he thought it desirable to get to the other side by that route. I mentioned that it was an uphill piece of business, and the length of the course is 1,650 feet, and pretty steep. What the rise is I have not been informed. The whole race could not be witnessed from either end. The route is a pretty one, the road on either side being lined with handsome cottages, with front yards filled with blooming rose bushes, and, on this occasion, with blooming maidens, also. We chose to see the finish, which was made in 1m. 45s., the crank ordinaries in the lead. Reist won the prize, a silver medal, with Griel a close second. Both were nearly exhausted when they crossed the tape. It was a tough run and shook the boys up pretty lively. Another race for a gold prize is promised to take place soon, possibly over the same course.

An exciting incident occurred previous to the race. A well-built young rider on a 50 or 52 inch ordinary came down the hill at a rapid rate, and as he was probably not familiar with the course his wheel got the upper hand of and ran away from him. He was game though and stuck to his wheel manfully. It was a thrilling sight to see him jump the "breaks" in the road, his little wheel in the air. The game fellow slipped on to the backbone of the machine but kept a guiding grip upon the handles. This and the velocity with which he was moving kept him from taking a header. He got down safely, and when he struck the level he jumped but still held one handle. He did this so expertly that neither he nor his machine got a fall. His feet struck the ground with a slap and he got off with a sprained ankle from what might have been broken bones if not something worse. I pitied him as he limped to a chair, but I admired his pluck and skill.

The tournament of the Lancaster Bicycle Club, July 4, promises to be an interesting affair and the boys are hard at work with a view to making it such. All are invited. Come and receive a good, old Pennsylvania Dutch welcome. YAH!

JUNE 11, 1889.

TENTON.

NEWARK.

Nine members of the Atalanta Wheelmen were participants in the "G. C. R.," under command of Lieutenant Rummell. The treatment the boys received while in Philadelphia was of the best, and the trip to all was a most enjoyable one. Several visits accompanied the A. W.'s.

Eight (8) new members were elected at the last meeting of the club, and five more applications held over until the next meeting. The Atalantas have never been in as prosperous a condition as at the present time. The club-house is being fixed up, and with Captain Drabble to take care of the racing men—well? they will show for themselves what they can do at the K. C. W. meet.

We sadly miss our esteemed friend's (Coaster) notes from that beautiful hamlet, Jersey City, the home of the H. C. W. Is he sick or making new rules for a bowling league?

Last Tuesday night (11th) was the date for a "moonlight" to Caldwell, but a heavy thunder shower frightened away most of those who were going. Four went, however, with Captain Drabble, and had a glorious time. It seems we are fated to have black moonlight nights. The rain coming home was rather wet, and so were we when we got home. SPARK.

FIXTURES.

- 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. Entries close June 21. Address Wm. F. Murphy, 1,255 Bedford Avenue.
- June 29, 1889.**—Handicap Road Race of Milwaukee Wheelmen, over Wauwatosa course. Entries close June 24.
- June 29, 1889.**—One Mile Bicycle Handicap at Field Meeting of Pittsburgh Cricket Club, Bruston Station. Entries close June 26, with A. MacPherson, 61 Fourth Avenue, Pittsburgh, Pa.
- June 30, 1889.**—Massachusetts Union Run to Massapoag House, Sharon. Address Capt. A. W. Robinson, 33 Winter Street, Boston.
- 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 and 4, 1889.**—Missouri Division L. A. W. Meet at Sedalia, Mo. Races on second day. Entries for handicaps close June 25; for open events June 27. Both to be made to Fred. E. Hoffman, Sedalia, Mo. No entry fee.
- July 4, 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.
- September 4-5, 1889.**—Amateur Race Meet of the Hartford Wheel Club, at Hartford, Conn. Entries to be made with W. M. Francis, Secretary, P. O. Box 745.
- October 23-29, 1889.**—Race Meet at Macon, Ga.

EUROPEAN CYCLING FIXTURES.

Austro-Hungary.—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.

STATE RECORDS BROKEN AT LOS ANGELES, CAL.

California may be congratulated on having more favorable weather for her race meet, May 30, than most Eastern States experienced. Buildings in the beautiful city of Los Angeles were elaborately decorated with bunting in honor of the guests, and the headquarters at Panorama Building, on Main Street, was a brilliant sight.

At 11:30 A. M. the command to roll into line was obeyed by 200 wheelmen, and the procession slid along over the asphalt streets, around the Plaza, then up Spring Street to Ninth, and back by Main to headquarters.

After breaking ranks a lunch was served at the Westminster, after which the races took place at Agricultural Park. A good crowd attended, and the principal features were the lowering of three State records, though the track was somewhat heavy, and the winning of all the prizes by the Los Angeles boys. If they had foreseen this result, even more decorations would have been lavished on the town—red paint, in fact.

Following is a summary in regular order of events contested:

- One-mile, Novice.—J. R. Tufts, Los Angeles. Time, 2m. 54s.
- One-mile, State Championship (best previous time, 2m. 48½s.).—Won by W. S. Wing, Los Angeles; J. Phil Percival, second. Time, 2m. 47s.
- Quarter-mile Dash, Open (race against time).—Percival, Los Angeles, won in 43s.

- Half-mile Dash, Open.—Burke, Los Angeles. Time, 1m. 26½m.
- One-mile Safety Race.—J. R. Tufts, Los Angeles, first in 3m. 4¼s.; 6s. better than the State record.
- One-mile, 3:15 class.—J. R. Tufts, Los Angeles. Time, 2m. 57s.
- Half-mile, boys.—Will Tufts, Los Angeles. Time, 1m. 37s.
- Quarter-mile, Open.—Burke, Los Angeles. Time, 52½s.
- Three-mile Championship.—Won by J. Phil Percival in 9m. 48½s. This was such a lagging performance that the judges fixed for the big event of the day (the five-mile open) a time limit of sixteen minutes. W. S. Wing, of Los Angeles, won it in 15m. 40s., beating State record by 9s. The track was in poor condition—particularly heavy on the backstretch—and the performances were looked on as wonderful.

PROGRAMME FOR MASSACHUSETTS SPRING MEET AT SQUANTUM.

Chief Consul Dr. W. H. Emery, for the Committee on the Spring Meet, reports the following entertainment for those who will attend on June 17 at Squantum: There will be three handicaps for ordinary bicycles, safeties and tandem bicycles, two medals for each race. The committee will also furnish a medal for every club which desires to establish a club championship, the medal for each club to be competed for by the members of that club. At least three men must start in every race. Entries 50 cents, to be made prior to June 15, to Dr. W. G. Kendall, 176 Tremont Street, Boston. Races will occur at 3 o'clock.

In accordance with the idea of making this Meet a picnic, the committee has decided to allow each wheelman to furnish his own lunch, and to avoid bother a wagon will be furnished, which will leave Copley Square after the wheelmen. Each man can deliver his lunch, with his name written plainly in ink on the covering, at this wagon, and obtain it after arriving at Squantum.

Captains of clubs are requested to notify Dr. Kendall how many members will be likely to attend.

ENGLISH RACING NOTES AND FACTS OF INTEREST.

If the number of events to be contested on June 10, 11 and 12, at the Molineux grounds, Wolverhampton, Eng., and the list of entries is any criterion, there will be excellent sport.

Fred Wood, late of Leicester, now at South Shields, was to make his first public appearance this season on Saturday, June 8, in a ten-mile match against his old opponent Dick Howell for a trophy value £25 to be selected by the victor. The event was to take place at the new Cycling Grounds, Sunderland, where a splendid cinder track has been laid, four laps to the mile.

We understand that Illston, who is in grand form just now, intends, after the Whitsuntide meetings are over, having a fair shot at all the bicycle path records, and will do his best to lower them all round. Given a good day and efficient pacemaking, we opine he will succeed.

A Brighton correspondent of the *Cyclist* thus writes of a miniature cycle constructed by a Mr. Loosley, of the same city: "Mr. Loosley's bicycle, which weighs only two ounces, is in perfect working order, every spoke being screwed into hub and is fitted with cone bearings and adjustable Stanley head. He has also a tricycle of 'Salvo' pattern, which has Stanley's patent balance gears, tubular frame, Arab cradle spring, 60 spokes to each wheel, each one screwed into hub, rubber pedals, 6-inch wheels, complete chain composed of 500 pieces alone, and which, with all the accessories, weighs under six ounces. These models were exhibited at the Stanley Show." These must be marvels in the way of delicate workmanship.

On May 22, a destructive fire did much damage to the premises and stock of a Mr. Hale, cycle agent, on Terminus Road in Littlehampton. The total loss is estimated at £1,200, only partially insured. Among the wheels destroyed were £200 worth of new machines just received. All that was saved comprised a couple of dozen bicycles and tricycles.

W. C. Thompson, of Jarrow, has developed into a grand safety rider, and on Saturday did a capital performance at North Shields, where he won the mile handicap from the 40 yards mark in 2m. 38 3-5s.

SOUTHERN SCORCHERS.

The first of a series of races at New Orleans for medals given for competition between local riders by that veteran wheelman, A. M. Hill, was contested June 2 over a one-mile asphalt course, and won by B. M. Sprigg, by some 15 or 20 yards, in 3m. 58s.; H. L. Carey, second; A. M. Hill, third by some inches; George A. Solomon, a bad fourth. It looked like a playing match. Sprigg moved with greatest possible ease, while Hill, who is certainly a match for him, contented himself with holding on to position three, doing outside of four minutes. There are to be six races—three of one mile each for a silver medal and three of five miles for a gold one, best two in each series to win.

W. A. Illston is said to have ridden a mile in 2m. 28s. at a recent trial at Coventry, England.

C. W. A. MEET AT ST. CATHARINES, JULY 1 AND 2.

A dispatch from St. Catharines says: Mr. Hal. B. Donnelly, the C. W. A. Secretary, will send all members of the association a programme of the races, etc., to be held on July 1 and 2. The hill-climbing contest will be quite a feature, as there are two or three very steep hills here. The Rochester, N. Y., drill corps have entered the drill competition, for which a handsome trophy is offered. They have eight men who will ride Pony Stars. The West End, Rochester, N. Y., Club say they will send thirty men. Fairvale Park, which has a very fine track, has been secured for the races. The evening's entertainment will be at the Palace Rink, which can hold 5,000 people and is one of the largest rinks in Ontario. The drill corps will have a clear space of 150 feet by 65. Everything indicates a very large Meet.

A MINNEAPOLIS RACING MAN.

Colie Bell, who has been representing the Minneapolis Bicycle Club at the L. A. W. meet at Ottawa, Kan., is doing some fine riding and upholding the name of the club. The track at Ottawa is in poor shape and Bell has had a hard time of it. The local handicapper seemed to think Colie was much better than local talent and handicapped him heavily, but he managed to show the other wheelmen how to ride, after all. He succeeded in winning the half-mile L. A. W. championship race in 1m. 20 1-5s.; also the one-mile handicap in 2m. 54¼s. The members of the club are jubilant over the showing of Captain Colie, and when he returns he will be given a hearty welcome by all local wheelmen.—*Minneapolis Tribune*.

SPORT AT THE MANHATTAN GAMES.

The 1½ mile bicycle handicap, decided at the Manhattan grounds last Saturday, would have produced one of the most notable finishes of the season, but for an accident on the last lap. In the final heat, the six men who were fortunate enough to get into the final had come together and a warm last lap was anticipated. Rounding the sharp turn for the last quarter, one of the wheels swerved a few inches out of the course, its rider going over and bringing three others with him. Schoefer, who was but a few lengths behind the field, steered quickly to the outside but croppered over the fallen men, shooting through the wooden paling, which broke as easily as chips.

Schoefer was carried off and Class led away. Bensinger re-mounted, but H. L. Powers and C. M. Murphy were a hundred yards ahead, and he made no impression on them. Summary: Heat 1, John Bensinger, K. C. W., 85 yards, first; H. L. Powers, New York City, 60 yards, second; time, 5m. 24 2-5s. Heat 2, S. B. Bowman, N. J. A. C., 15 yards, first; J. W. Schoefer, B. B. C., scratch, second; time, 5m. 38 4-5s. Heat 3, C. M. Murphy, K. C. W., 60 yards, first; W. G. Class, B. B. C., 70 yards, second; F. G. Brown, K. C. W. scratch, third; time, 4m. 39 2-5s. Final Heat, Murphy, first; Powers, second, by a length; time, 4m. 35 1-5s. Murphy out-spurred Powers down the home-stretch. Schoefer rode the first mile in 3m., the fastest time ever made on the track, and the fifth quarter in 42s. He would have won, with Bowman second, had not the accident occurred.

Trainer W. J. Corcoran has been visiting his many friends in Boston. He handled Clark, of Yale, in the inter-collegiate race, and is naturally elated over the result of his labors. He trained E. O. Rassicoe, of Woodstock, who won four firsts there on the Queen's birthday. This rider will probably take part in all the tournaments in the fall. Mr. Corcoran thinks that the outlook for amateur racing was never brighter, but that professional racing is a thing of the past.

Young F. A. Clark, the bicycle rider, who won the inter-collegiate two-mile race on the Berkeley oval, thereby bringing the cup to Yale and giving Harvard a most unpleasant surprise, is only eighteen years old, and his home is in Plantsville, Ct. He weighs 140 pounds, and is five feet eight inches in height. He has been riding two years, and first raced in a boys' race two years ago. He rides a 54-inch wheel. He is a member of the Sheffield Scientific School, '91.

The Berkshire County Wheelmen have arranged for a field day on July 4, at the Pittsfield Agricultural Grounds. There will be bicycle races and other athletic sports.

East Hartford wheelmen will have a race meeting on July 4.

At Schuylkill Navy Games, June 8: Two-mile bicycle (handicap), won by W. W. Taxis, G. M. Gregg, second; time, 6m. 55¼s. One mile bicycle race (match for special medal), J. J. Bradley, South End Wheelmen; John H. Draper, Penn. Bicycle Club; won by Bradley; time, 3m. 7 4-5s.

Bowman, of the N. J. A. C., won the two-mile bicycle at the Actor's Amateur A. A. sports June 11. Time made was 6m. 49 2-5s., and the Powers brothers his only competitors.

In the Athletic Games at Oakland, Cal., May 30, the half-mile bicycle was won by C. Harner, B. C. W., in 1m. 32 2-5s.; C. E. Townsend, second. In the one-mile handicap, C. N. Langden, 75 yards, won; Lakeman, second; time, not taken.

The L. A. W. Racing Board has declared the amateur status of Arnold Heilborn of Providence, forfeited for competing with a professional swimmer.

New York State Division L.A.W.

OFFICIAL ORGAN.



OFFICERS FOR 1889.

Chief Consul, W. S. BULL, 754 Main Street, Buffalo, N. Y.
 Vice-Consul, M. L. BRIDGMAN, 1255 Bedford Avenue,
 Brooklyn, N. Y. Secretary-Treasurer, G. M. NISBETT,
 50 Wall Street, New York City. Executive and Finance
 Committee, W. S. BULL, M. H. BRIDGMAN, DR. GEORGE E.
 BLACKHAM, Dunkirk, N. Y.

SHOW YOUR LEAGUE TICKET!!

TO THE MEMBERS OF THE NEW YORK STATE
 DIVISION:

Your attention is called to the following cir-
 cular letter to hotel keepers.

All violations of the agreement on the part of
 hotels should be at once reported to this office:

"Dear Sir—I desire to again call your atten-
 tion to the following extracts from the agree-
 ment with this Division signed by you:

"That I will, during the continuance of this
 agreement, furnish to any member of the L. A.
 W. producing his Membership Ticket for the cur-
 rent year, accommodations equal in all respects to
 those furnished regular guests, at the following
 rates.

"That I will not accord any privileges, reduc-
 tions, use or inspection of the "Record Book,"
 or other benefits derivable under this agree-
 ment to any wheelmen except members of the
 L. A. W., who shall produce their individual Tickets
 of Membership for the current year."

"To aid you in carrying out these provisions,
 which were inserted in the agreement in order
 to protect both the hotels and the L. A. W. from
 imposition by wheelmen not members of the
 organization, I inclose a fac-simile of the Mem-
 bership Ticket for the current year, which
 please preserve for comparison.

"Yours respectfully,

"W. S. BULL, Chief Consul."

TARIFF ON BICYCLES.

To the Members of the New York State Division:

At a meeting of the Trunk Line Passenger
 Committee, held at the office of the Trunk Line
 Association, 346 Broadway, New York City,
 Tuesday, June 4, 1889, it was

"Resolved, That bicycles, when accompanied
 by their owners, be carried free of charge OVER
 ALL LINES IN THE TRUNK LINE ASSOCIATIONS; this
 action to be in effect immediately."

TRUNK LINE ASSOCIATION.

Allegheny Valley R. R.
 Baltimore & Ohio R. R.
 Boston & Albany R. R.
 Boston, Hoosac Tunnel & West. Ry.
 Buffalo, Rochester & Pittsburgh Ry.
 Cairo, Vincennes & Chicago Line.
 Central Vermont R. R.
 Chicago & Alton R. R.
 Chicago & Atlantic Ry.
 Chicago, Burlington & Quincy R. R.
 Chicago & Grand Trunk Ry.
 Chicago, Rock Island & Pacific Ry.
 Chicago, St. Louis & Pittsburgh R. R.
 Chicago & West Michigan Ry.
 Cincinnati, Hamilton & Dayton R. R.
 Cincinnati, Indianapolis, St. Louis & Chicago R. R.
 Cincinnati, Jackson & Mackinaw R. R.
 Cincinnati & Muskingum Valley Ry.
 Cincinnati, Wabash & Michigan Ry.
 Cincinnati, Washington & Baltimore R. R.
 Cleveland, Akron & Columbus Ry.
 Cleveland, Columbus, Cincinnati & Ind. Ry.
 Cleveland & Marietta Ry.
 Cleveland & Pittsburgh R. R.
 Columbus & Cincinnati Midland R. R.
 Columbus, Hocking Valley & Toledo Ry.
 Dayton & Ironton R. R.
 Delaware, Lackawanna & Western R. R.
 Detroit, Grand Haven & Milwaukee Ry.
 Detroit, Lansing & Northern R. R.
 Evansville & Terre Haute R. R.
 Fitchburg R. R.
 Fort Wayne, Cincinnati & Louisville R. R.
 Grand Rapids & Indiana R. R.

Grand Trunk Ry.
 Indiana, Bloomington & Western Ry.
 Indianapolis, Decatur & Western Ry.
 Indianapolis & St. Louis Ry.
 Indianapolis & Vincennes R. R.
 Jefferson, Madison & Ind. R. R.
 Kanawha & Ohio Ry.
 Lake Erie & Western Ry.
 Lake Shore & Michigan Southern Ry.
 Lehigh Valley R. R.
 Louisville, Evansville & St. Louis R. R.
 Louisville & Nashville R. R.
 Louisville, New Albany & Chicago Ry.
 Michigan Central R. R.
 New York Central & Hudson River R. R.
 New York, Chicago & St. Louis Ry.
 New York, Lake Erie & Western R. R.
 New York, New Haven & Hartford R. R.
 New York & New England R. R.
 New York, Ontario & Western Ry.
 New York, Pennsylvania & Ohio R. R.
 Ohio & Mississippi Ry.
 Ohio & North-western R. R.
 Ohio River R. R.
 Pennsylvania Company.
 Pennsylvania R. R.
 Peoria, Decatur & Evansville Ry.
 Philadelphia & Reading R. R.
 Pittsburg, Fort Wayne & Chicago Ry.
 Pittsburg, Cincinnati & St. Louis Ry.
 Pittsburg & Lake Erie R. R.
 Pittsburg & Western R. R.
 Saginaw Valley & St. Louis R. R.
 Scioto Valley Ry.
 Terre Haute & Peoria R. R.
 Toledo, Ann Arbor & No. Michigan Ry.
 Toledo, Columbus & Southern Ry.
 Toledo & Ohio Central R. R.
 Toledo, Peoria & Western R. R.
 Valley Ry.
 Vandalia Line.
 Wabash Ry.
 West Shore R. R.
 Western New York & Pennsylvania R. R.
 Wheeling & Lake Erie Ry.

Yours fraternally,

W. S. BULL, Chief Consul.

NEW YORK STATE DIVISION—CON-
SULS AND HOTELS.

LIST NO. 2.

TO THE MEMBERS OF THE NEW YORK STATE
 DIVISION:

All appointments of consuls and hotels not
 issued by W. S. Bull, Chief Consul, are hereby
 revoked.

All regular appointments will appear in these
 lists.

Members are urged to patronize "League
 hotels" solely, as only by concentration of
 patronage will we be enabled to perfect our
 hotel system.

Look for the Hotel Certificate and ask for the
 "Record Book."

PLACE.	CONSUL.	HOTEL.
Angola.....		Angola Hotel.
Auburn.....		New Nat. Hotel.
Batavia.....		Hotel Richmond.
Bath Beach, L. I.....		Avon Beach Hotel.
Binghamton.....		Hotel Bennett.
Cambridge.....		Union House.
Canandaigua.....	Wm. H. Welch.	
Cayuga.....		Titus House.
Chatham.....		Chatham House.
Cincinnati.....		Cincinnati House.
Coeymans Junction.....	W. B. Holmes.	
Cohocton.....		Pulver House.
Cooperstown.....		Warner House.
Downsville.....		Hotel Fenimore.
Dryden.....		Downs House.
Elbridge.....		Dryden Hotel.
Franklinville.....		Monroe House.
Geneva.....		Globe Hotel.
Gloversville.....		The Kirkwood.
Hamburg.....	P. M. Thorn.	Alvord House.
Hillsdale.....		Kopp's Hotel.
Holley.....		Mt. Wash'n Hotel.
Hornellsville.....	C. H. Baldwin.	Mansion House.
Jamestown.....	Allen Falconer.	Page House.
Le Roy.....	E. P. Coochran.	Sherman House.
Little Falls.....		Lampson House.
Marathon.....	L. T. Wilcox.	Metropol'n Hotel.
Mechanicsville.....	A. B. Orcutt.	Marathon House.
Montgomery.....		Palace Hotel.
Mt. Vernon.....	F. T. Davis.	
New Brighton, S. I.....		Pavilion Hotel.
New York City.....	W. E. Findley, N. Y. B. C.	
	T. L. Miller, R. W.	
Nyack.....	Wm. Gray, Jr.	St. George.
Oneonta.....	M. E. Potter.	Windsor.
Pavilion.....		Johnson House.
Port Byron.....		Howard House.
Rochester.....	Chas. J. Iven, W. E. B. C.	
Rome.....	J. H. Putnam.	
Rushville.....		Park House.
Salem.....		On-da-wa.
Schuyler's Lake.....		Bull'n House.
Scott.....		Scott Hotel.
Sherman.....		Dean H. use.
Sinclairville.....		Sylvester House.
Tonawanda.....		American.
Troy.....		Mansion House.
Walden.....		St. Nicholas.
Whitehall.....		Hall House.

Yours fraternally,

W. S. BULL, Chief Consul.

WINDLE DECLARED A PROFES-
SIONAL.

Willie Windle, the fastest amateur of last
 year, has been declared a professional by the
 League Racing Board. The charge on which
 Windle is professionalized is that his cousin and
 trainer, Asa Windle, received \$100 from a bicy-
 cle concern last year, which was used for travel-
 ing expenses. The chairman of the Racing
 Board had a personal interview with Windle,
 who at once admitted that the money had been
 taken for expenses, and on this ground he was
 declared a professional.

It is rumored that other charges could have
 been made had the charge on which he was
 professionalized been disproved. It is fair to
 presume that Chairman Davol based his charge
 on information received from one of the firms
 who paid Windle last year.

From a private letter we cull the following:
 "As he admitted the first charge, further trouble
 was unnecessary. He received punishment for
 what he did, and could have done a great deal
 worse and not received any worse penalty. He
 says he will not race as a professional. He is a
 very gentlemanly, nice, quiet chap. Makes no
 "kick," says he deserved it, and took it like a
 man."

In a private letter to us Windle writes: "My
 father received \$125 in all from the one firm last
 year. I never received a cent directly or indi-
 rectly from any company more than the amount
 referred to above. I suppose I have always
 raced illegally, as I was not of age to belong to
 the League, in any race I have run. My father
 wishes me to never ride again, and I don't
 think I will, as I never should want to run in a
 professional race. It seems rather hard to look
 out of one's window and see a beautiful track
 going to waste, though."

HARTFORD'S RACE MEET SEPTEM-
BER 4 AND 5.

At a meeting of the Hartford Wheel Club,
 held June 11, it was voted to give a race meet-
 ing Wednesday and Thursday, September 4 and
 5. In consequence of the disgraceful exhibi-
 tions given by professionals in late years, it
 was decided to make this tournament strictly an
 amateur affair; the public preferring good hon-
 est racing to being obliged to witness the loafing
 contests of the professional stars.

The club has appointed the following com-
 mittee to manage the tournament:

L. A. Tracy, Chairman.
 W. M. Francis, Sec., P. O. Box 745.
 Joseph Goodman,
 E. A. DeBlois,
 H. N. Wilcox.

The Connecticut League of American Wheel-
 men have accepted an invitation to hold a
 meet in Hartford during the tournament, and
 at a meeting of the division board of officers a
 large appropriation was voted for the enter-
 tainment of League members at that time. In
 order to avail themselves of these privileges the
 Connecticut wheelmen should join the League
 American Wheelmen without delay.

A CORRECTION IN L. A. W. RACING
RULES.

The attention of racing men and race officials
 is clearly called by Chairman Davol of the
 Racing Board to Rule 26.

In the correct version it should read:

"The officers of a race meeting shall not be
 permitted to compete in any race at a race meet-
 ing with which they are officially connected."

Ignorance of this rule will not be deemed
 sufficient excuse for breaking it.

The Racing Board has also decided that the
 word "bicycle," when used in defining a race,
 shall be construed as referring to the "ordinary"
 For example: a one-mile bicycle race is for
 "ordinaries" only, and "safeties" cannot com-
 pete.

If race-meet promoters wish to hold races for
 safeties, they must be plainly classified as such.
 For example again: One-mile safety, Five-mile
 safety Handicap, etc.

The prompt action of the Racing Board thus
 far must have convinced wheelmen that no
 "monkeying" with the rules will be allowed.
 Racing men "will take due notice and govern
 themselves accordingly."

TENNESSEE'S COMING L. A. W. MEET.

There is now no doubt of the complete success of the coming meet of the Tennessee Division of the L. A. W. in Nashville the 18th inst. The committees appointed at the mass meeting, June 6, to take charge of the arrangements, have gone to work with a will, and the result of their efforts will be seen in the gathering crowds of wheelmen early next week. A full attendance of all the committees was had at the club-rooms June 8, to agree finally upon the various programmes to be carried out. The General Committee reported gratifying progress in the work of the other committees, and Mr. J. C. Combs was added to the committee and made Chairman.

The committee will issue a circular letter early this week to all wheelmen in Nashville whose names can be ascertained, inviting them to join in the parade. This will also be sent to out-of-town cyclists. The circular will recommend the following dress in order that the line may present as near a uniform appearance as possible: Blue or dark knee pants and stockings, white flannel shirt, ordinary straight rim straw hat, no coat.

The Committee on Parade has reported the following line of march: Start from club-rooms at 3 P. M. promptly. From club-rooms to Summer, Summer to Union, Union to College, College to Square, around the Square to Market, down Market to Broad, out Broad to Vanderbilt Avenue, through Vanderbilt Avenue to Hayes, Hayes to Belmont Avenue, through Belmont Avenue to Demonbreun, down Demonbreun to McNairy, McNairy back into Broad, Broad to Vauxhall, Vauxhall to Demonbreun, Demonbreun to Vine, Vine to Church, Church to club-rooms.

Committee on Runs and Tour reported the following route for the four days' League tour: First day, June 19—Leave club-rooms at 7 A. M. for Shelbyville via Nolensville and Eagleville; take dinner at Eagleville, distance 28 miles. Leave Eagleville at 1:30 P. M. for Shelbyville, distance 26 miles; stay in Shelbyville that night. Second day, June 20—Leave hotel after early breakfast for Fayetteville, distance 26 miles; dinner in Fayetteville; start for Shelbyville via Lynchburg at 1 P. M., distance 32 miles; supper in Shelbyville. Third day, June 21—Leave Shelbyville at 7 A. M. for Murfreesboro; leave Murfreesboro at 2 P. M. for Lebanon, distance 26 miles. Fourth day, June 22—Leave Lebanon for Nashville at 8 A. M., distance 31 miles. This route shows the following distances: First day, 54 miles; second day, 58 miles; third day, 52 miles; fourth day, 37 miles; total, 201 miles.

MISSOURI'S MEET AT SEDALIA, JULY 3 AND 4.

The city chosen as the scene of the gathering of Missouri's wheelmen, known as the "Queen City of the Prairie," has macadamized streets, and the prairie roads (given dry weather) are good for miles in all directions. The Sedalia cyclers have taken hold of the enterprise with commendable push, and expect to entertain over 200 visitors. All the railroad lines in the State make a rate of one fare for the round trip to Sedalia and tickets are good from July 2 up to July 5.

The committee of arrangements submit the following programme:

First day, July 3—Reception and escort of wheelmen to hotels; at 9 A. M. run to McAllister Springs for dinner; 6:30 P. M. return to Sedalia, either a wheel or on special train; 8 P. M. a "smoker" concert.

Second day, July 4—Parade at 9 A. M.; Division meeting, at 11; dinner, at 12; races at 2:30 P. M. These comprise nine events, as follows: One-mile bicycle, open; half-mile bicycle, Missouri Division championship, L. A. W. members only; one mile handicap; two-mile open, Missouri Division championship, L. A. W. members only; one-mile safety handicap; team race, open, three men from one club in each team; one-mile novice; two-mile handicap; one-mile consolation.

In addition to the above a hill-climbing contest will probably be arranged for. A grand banquet at Sicklen's Hotel on night of July 4 winds up the meet.

L. A. W. RACING BOARD SUSPENSIONS.

The following are suspended till July 1, 1889: For violating Clause 3 of Rule F, at New Haven, May 30: Messrs. G. H. Parkington, C. L. Bartlett, F. E. Weaver, H. C. Backus, T. J. O'Tell, J. M. Verhoeff. For same offence, at Rochester, May 30: Messrs. E. O. Rassicoe, W. S. Campbell, G. F. Kahler. For same offence, at North Adams, May 30: Messrs. Chas. Lasso, McKee and Shields.

B. R. Millison and H. H. Everest, of Wichita, Kansas, are suspended till August 1, 1889, pending investigation as to amateur standing.

W. A. Turpin, of Rochester, N. Y., is reinstated.

HAVE YOU ENGAGED YOUR ROOM AT HAGERSTOWN?

Though accommodations at Hagerstown are not limited, as perusal of the hotel list will show, yet there are rooms and rooms, and the early cyclist gets the largest amount of sleeping space. Among the larger hotels are the Hamilton, with room for 250; the Baldwin, same number; City, 200; Franklin, 200; Seminary, 150. These numbers are allotting one man to a room, but by doubling up, twice that number can be accommodated. In addition to these, there are seven smaller hotels that hold from 30 to 75 each, with numberless first-class boarding houses. To the man that wishes to get a moderate amount of sleep nights, the quiet of a boarding house will prove attractive. The Hotel Committee is well organized and will see that all attending are made comfortable if they will leave the whole matter to them. The estimated number that will attend varies all the way from 1,500 to 2,500. Chief Consul Mott puts it at between 1,800 and 2,000.

The Pope Mfg. Co., Overman Wheel Co., and Clark Cycle Co., have already taken time by the forelock, and engaged rooms for their displays. The "Official Programme" will be issued about June 15, giving full details. It is doubtful if as much enthusiasm outside wheeling circles has ever before been shown at places selected for League Meets.

HAGERSTOWN NOTES.

It is exceedingly gratifying to note the progress toward making the tenth annual Meet a "howling success." On entering the club-house one has the stereotyped question fired at him, "anything new?" when, of course, he has to relate everything he knows.

Applications for quarters continue to come in at a lively rate, there being no less than 105 last Friday.

General Agent Hickok, of the Pope Mfg. Co., arrived in town last Thursday from Pittsburg, having left the ill-fated Johnstown, the day before the catastrophe. He is devoutly thankful for his escape.

The Pope Mfg. Co. will be quartered at the Baldwin, with a full line of wheels, where all visitors will be received and made welcome.

The Overman Wheel Co. have engaged a parlor at the Hamilton, where they will have an exhibit of Victors of every description and entertain their friends.

Genial Sam Clark, with his affable assistant, Ned Le Cato, will also be on hand, with New Rapids and Quadrants in endless variety, also a full line of sundries. The Clark Cycle Co. have distributed a very neat badge to the members of the Hagerstown Club, and the boys have expressed themselves as being highly delighted with it.

A party from New Haven, in charge of Chief Consul C. E. Larom, will take train to Baltimore, on Sunday, June 30, and wheel from there to Hagerstown, arriving Monday, July 1.

HAGERSTOWN.

A PLEASANT TOUR.

Messrs. E. S. Brown, Capt. W. H. Bradford and Secretary-Treasurer George B. Woodruff, all of the Winsted (Ct.) Wheel Club, start July 1 to wheel from Winsted to Niagara Falls via Albany and Buffalo. There they cross over to Hamilton, Ont., then go to Toronto and Oshawa. At the latter place they take boat down Lake Ontario, passing through the Thousand Islands and over the Lachine Rapids to Montreal. From that picturesque city the trip home is made a wheel, touching at Lakes Champlain and George, not forgetting Saratoga Springs. The route outlined is a most attractive one, and we think any intending tourist cannot do better than join them if the ranks are not already full.

TRANSPORTATION TO THE HAGERSTOWN MEET.

To secure cheap transportation and good accommodation en route to the meet. When ticket is purchased have Ticket agent furnish a certificate that full fare has been paid through to Hagerstown. Upon presentation of this certificate at League Headquarters in Hagerstown, it will be endorsed by Samuel C. Miller, which will entitle the holder to a one-third rate returning to starting-point.

From points in New England and Eastern States, blanks for the above certificates must be obtained through W. S. Bull, Buffalo, N. Y., or C. Newbourg, 415 Broadway, New York, who will also furnish any information desired relative to transportation from these points.

From points between the Mississippi and Ohio Rivers, apply to W. M. Brewster, National Transportation Committee, 309 Olive Street, St. Louis.

From prominent points the following are defined as the best routes, especial attention being called to the position the B. & O. R. R. has always occupied in regard to the free transportation of wheels, and the committee request that all who can will patronize that road, and prove their appreciation of the favors extended us.

Western Maryland Railroad—Trains leave Hillen Station, Baltimore, through to Hagerstown without change, 4:10 and 8:05 A. M., 3:25 and 4:00 P. M. Special excursion ticket at two cents per mile for the round trip from any point on this road or its branches from June 29 to July 4. To secure special rates you must procure an order which will be furnished upon application to Samuel C. Miller, Hagerstown; Clark Cycle Co., 340 North Charles Street, Baltimore; Eisenbrandt Bros., 424 East Baltimore Street, Baltimore; Cline Bros., 304 West Baltimore Street, Baltimore. This route offers especial attractions to parties from points convenient to Baltimore, as it passes through a country noted for beautiful mountain scenery.

Special train service will be arranged from New York. Full information can be obtained from C. Newbourg, 415 Broadway.

From New York and Eastern points to Hagerstown—Leave New York (foot of Liberty Street, Central R. R. of N. J.), 11:00 A. M., 12:00 night; Newark, N. J., 11:05 A. M., 11:25 P. M.; Elizabeth, N. J., 11:30 A. M., 12:33 A. M.; Trenton, N. J., (P. & R. R.), 12:00 noon, 2:10 A. M.; Philadelphia, B. & O. R. R., 1:35 P. M., 4:10 A. M.; Chester, Pa., 1:51 P. M., 4:28 A. M.; Wilmington, Del., 2:08 P. M., 4:50 A. M.; Newark, Del., 2:24 P. M., 5:10 A. M.; Arr. Baltimore, 4:00 P. M., 7:00 A. M.; Leave Baltimore, 4:15 P. M., 9:15 A. M.; Washington, 5:30 P. M., 10:15 A. M.; Arr. Hagerstown, 8:30 P. M., 1:30 P. M.

From Chicago and points West—Leave Chicago Central time, 10:10 A. M., 2:55 P. M.; Garrett, 1:52, 6:54 P. M.; Defiance, 3:05, 7:55 P. M.; Fostoria, 9:18 P. M.; Tiffin, 4:41, 9:38 P. M.; Sandusky, 3:20, 6:25 P. M.; Monroeville, 3:45, 7:15 P. M.; Mansfield, 6:07, 11:05 P. M.; Mt. Vernon, 7:04 P. M., 12:04 A. M.; Columbus, 6:50, 11:05 P. M.; Newark, 7:45 P. M., 12:47 A. M.; Zanesville, 8:45 P. M., 1:38 A. M.; Bellaire, 11:06 P. M., 3:54 A. M.; Wheeling, Eastern time, 11:50 P. M., 4:35 A. M.; arrive at Hagerstown, 1:30 and 8:30 P. M.

From St. Louis, Cincinnati, etc.—Leave St. Louis (via O. & M. Ry.), Central time, 8:00 A. M.; Vincennes, Ind., 12:26 P. M.; Louisville, Ky., 3:40 P. M.; Cincinnati (via C. W. & B. R. R.), 7:30 P. M.; Chillicothe, Ohio, 10:42 P. M.; Athens, Ohio, 12:34 A. M.; Parkersburg (via B. & O. R. R.), Eastern time, 2:50 A. M.; Grafton, 6:00 A. M.; arrive at Hagerstown, 1:30 A. M.

From Washington—Purchase tickets by B. & O. Full information can be obtained from ticket agents. For the benefit of those who desire to visit Washington, special rates will be made from Hagerstown.

Cumberland Valley Railroad—Leave Harrisburg 4:35 A. M. and 12:20 P. M., daily; 7:45 A. M. and 3:45 P. M., daily except Sunday. Special excursion rates on main line and branches.

K. C. W. NOTES.

Some weeks ago, it was loudly proclaimed by the cycling press that that particular member of the genus road-hog which lives on, and therefore thinks it owns the Bath road, had been compelled by the authorities (through the exertions of the Cyclist's Union of Long Island), to remove the iron posts that for some time have graced the pathway adjacent to the said road-hog's abode. If the authorities did compel the removal of the obnoxious posts, they (the posts) have once more put in an appearance, and endanger the safety of any who may chance to be riding on the path. Though I do not approve of path riding, I still think that if the powers that be, permit the use of this path by cyclists, the road-hog in question should be made to remove these obstructions.

Chas. Murphy won the bicycle race at the games of the Manhattan A. C. and now sports two fine watches. This is the fourth handicap this spring that has fallen to the K. C. W.'s. Some of our boys are path as well as road riders.

Brown and the Bros. Murphy will represent Kings Co. in the relay race of the L. I. W. They will have all their work cut out to win from the Berkeley team, but never say die, boys, you are all riding in good form and I hope to see that water set come up to 1,255 Bedford Avenue.

Those who went on the "century run," report an excellent time. Five of the Brooklyns and four of Kings Co. finished. Bridgman, Murphy, Bonner and Ward were the K. C. W. fortunates. At New Brunswick Beasley had a very severe fall, but pluckily kept on to Kingston, 49 miles, where his sprained ankle became so painful that he had to take train to Philadelphia, which all found to be indeed "The City of Brotherly Love."

The Captains of the following clubs will call runs to attend the Kings Co. races on the second day, Saturday, June 20. Hudson Co. Wheelmen, Harlem Wheelmen, Riverside Wheelmen, Manhattan Bicycle Club, and Brooklyn Bicycle Club. A section of the grand stand will be reserved for our wheeling friends, and all that we can do to make the afternoon a memorable one, will be done. Brooklyn, June 13, 1889. RAM LAL

The Omaha Wheel Club has called the following runs for the month of June. Seventy-two miles, the distance laid out for June 30, would seem quite far enough for the average club member. June 14, Moonlight run to Manawa, 15 miles; June 16, Springfield, 41 miles; June 23, A. M., Papillon, 22 miles; P. M., Manawa, 15 miles; June 25, Florence, 14 miles; June 30, Fremont, 72 miles.

PSYCHE'S LETTER.

I hear on all sides remarks as to the difficulty of mounting, and wonder if it is practicable to give any real help by advice through your columns. I have described in a former letter as minutely as I can the way I do it, and since writing you I have been struggling with a new mount myself, and will give the benefit of my experience to any one who wants it.

It is a pedal mount while the machine is in motion, and I learned it on principle; for, though it is effective, it is not as pretty as the pedal mount while the machine is at rest.

To do it I stand with my machine held by the two handles, then begin to walk, take two or three steps, place the left foot on the pedal as it begins to go up, giving a little spring simultaneously with the other foot, swing the right foot past the left through the space, and as I rise on the pedal, seat myself on the saddle. The machine should be inclined very decidedly from the person mounting. This looks very easy and effective.

While we were out the other day it was brought very forcibly to my attention how important it is that a lady should be experienced in the use of the brake. It ought to be instinctive with her to put it on, for its instant application at a critical moment may be the means of saving her from a very bad fall. I was riding a borrowed wheel, one that had no dress guard whatever, and my skirt caught in the chain. I was going down hill, though not coasting, as it was a stony grade. As I felt the pull my hand instinctively reached for the brake, and before I was really conscious of what had happened I was standing beside the machine, with a few gathers pulled out, but otherwise intact.

I think this also shows conclusively the importance of having a strong and simple brake, one that can be relied upon not to get out of order, and from my experience I should say that the place for the brake was on the front wheel. Many of my gentlemen friends have machines with the rear brake, and are unable to descend several of our steepest hills, owing to the fact that a rear-wheel brake will not hold their wheels.

The front-wheel brake has fewer parts, and although some riders consider it too powerful, yet a little experience teaches one how to use it, and in cases of great emergency when the brake is most needed you are sure to stop.

PSYCHE.

POSITION—ARE WE NOT OVERDOING IT?

In asking this question we are not addressing the racing division, but the average tourist and road-rider, the "non-scorching" section, if we may be permitted to use the phrase. Strange as it may seem, the speedy man on road or path is not necessarily tremendously powerful; he usually strikes the happy medium, and combines sufficient power with remarkable rapidity and dexterity. This combination is undoubtedly seen at its best when the rider sits a certain distance behind the vertical line drawn through the crank-axle; then a good rider, road or path, can use his ankles and keep his mount swinging along at a steady pace, and though he may at first find his climbing something more of a task than hitherto, yet on the whole he will find himself speedier, and, as was the case with Mr. Wilson, decidedly more able to spurt.

The steady road-rider, especially when "somewhat fat and scant of breath," is to be advised not to go in for too much sitting back on any form of cycle, bar the bicycle. Such a rider would find the position irksome and unsatisfactory, for he does not want to hurry on the level, and he does want to go easy uphill. For a rider who does not "grasshopper" over his handles, but who sits fairly upright, a position approaching the vertical is both easy and comfortable. It would not be so to our youthful road scorcher, but to the sturdy rider of tricycle or safety it is simply a question of use and the proper placing of saddle and handles. We of course do not mean that the rider should rush to the other extreme and place himself in front of the crank axle, à la Buckingham, but we do mean that if a heavy rider who goes in for comfort places himself well over his pedals, he will find that, with-

out any skill in ankle-work, he can go a fair pace on the level, and climb hills with conspicuous comfort by comparison. If anyone not a "scorcher" doubts this assertion, let him repair to the foot of some hill, and make two fair attempts to ride up it—one with the saddle back, the other with it well over the work. The result will not be doubtful. As the rider becomes more expert, he may, if he sees fit, get behind his work, but 99 per cent. of the people to whom these remarks are addressed will find that they ride with greater ease, and tackle the steady-goer's *bête noir*—hills—with greater success, when they are placed in a position which calls for no special skill, and enables them to use the weight of the body in a perfectly effective and simple manner. The racing man we do not address—he is quite right to go back—but we think it in the interests of a large section of our readers to emphasise our question once again, "Are we not overdoing the sitting-back business?"—*Bicycling News*.

AN UPTOWN HOUSE.

While taking a spin the other day on our new mount—which shall be nameless for the nonce—a rider on a new type of safety rushed past us. Thinking it might be the Star Safety, of which we had heard much and seen little, we followed at a respectful distance. When he struck the rough pavement near Central Park we caught up a little, and located him at No. 4 East 60th Street. Recognizing that as the new location of the N. Y. BICYCLE CO., we dismounted for a needed rest, and were cordially received. "How do you find trade?" we asked Manager Irving. "Never better," said he. "Things are just booming with us." "Does your new up-town location have anything to do with that state of things?" asked we. "Both that and the line of goods we handle," said Irving. "We have an enamel, which we call our 'special brew' that gives satisfaction, oils for lubricating and lighting purposes, and everything in parts and sundries that is called for." "Any repairing to do?" said we. "Well, I should say so," and a bland smile overspread Irving's face, while the clerks grinned appreciatively. "We've got facilities for doing anything in that line, from re-building a Star to tiring the wheel of an ordinary. If there is anything the other houses give up, all we want is for them to let us have a try at it." "By the way," said he, "did you notice how the Victors came out in the Decoration Day race: ten firsts isn't bad, is it?" "You're correct there," said we, "but now we've got cooled off a little, other engagements at 72d Street," and we thoughtfully jolted our way to the Boulevard.

A SELECTED LIST OF PATENTS.

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

W. Goulden, Clapton, London, Eng., Velocipede, which consists in the combination of a cylinder with a stuffing-box attached at either or each end, the cylinder being dust-proof, and a long coiled spring or springs with piston rod working through the centre of coil spring or springs, and stuffing-box or boxes extending through the box or boxes, any convenient distance each way for the purpose of attachment at each or either end.

Dated June 11, 1889.

The Goat Cycle Club has been organized in Boston with William J. Shannon President and G. B. Graves Secretary. Its object is to provide social runs at no expense to members. The club having no rent to pay for rooms, any rider of a safety "goat," can become a member. The club meets every Sunday at 9 A. M. at Cottage Farm bridge and invites any one to fall in. The club will go to Bath, Me., for three days June 15, to Walpole June 23 and to Gloucester June 30, leaving Gloucester at 6 A. M.

Hal Greenwood, of St. Louis, issues a challenge for a hill-climbing contest, to take place within four months, anywhere in the United States, to any amateur in America, for a \$50 or \$100 medal, best two out of three climbs, and the loser to pay all traveling and training expenses of the winner.

Road races of the Manhattan Bicycle Club will be held June 16 over the Irvington-Milburn course.

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

ODDS AND ENDS.

On June 30 the Manhattans take a spin to Coney Island, starting at 9 A. M.

The Capital Cycle Co. are pushing the sale of the Bell Rock lanterns, one of the favorite lamps on the other side, and imported by the Capital Company.

On June 20 the Manhattan Bicycle Club will run to Washington Ball Grounds, Brooklyn, to witness the K. C. W. races. Start from the club house is called for 1 P. M.

"Ithuriel" amusingly describes how the Missouri Club—no, a few of the members of that club—decided to drop the club's subscription for this paper. "Of course," writes "Ithuriel," "it cannot but help the paper. THE WHEEL is the most universally read paper in the club."

SAFETIES "HANDS OFF."

On June 9 Mr. John W. Badger rode a Singer safety the distance of five and one-sixteenth miles "hands off." The route taken was through and around Back Bay Park, in Boston, and the ride witnessed by Messrs. John B. Souve, W. L. Ross and others. With a little practice Mr. Badger ought to be able to take up the bets of "Jack" and "Hawshaw," and relieve them of a little hard-earned cash.

The tenth anniversary of the Brooklyn Bicycle Club will be pleasantly celebrated by them at the club house, 62 Hanson Place, on Friday, June 21. Admission is strictly by card, and all visitors are expected to appear in full dress. From 1 to 6 P. M. the club house is thrown open to lady friends of the club, and many are expected to avail themselves of this privilege. The following gentlemen act as committee in charge: Messrs. H. E. Raymond, chairman, W. R. Snedeker and W. E. Fuller.

The bicycle tournament advertised for June 4 and 5, in connection with the Fair at Washington, Pa., was postponed on account of the condition of the track. The races will be run off some time in the latter part of this month, and the list of prizes and events considerably augmented. Washington has the race-meet fever, apparently, and expects to give a two days meet in connection with their September Fair and will offer \$500 in prizes. The cost of prizes for the June meet, it is said, will reach \$300. Good for Washington!

The cycling world of Ireland is convulsed by the appearance of the "Pneumatic" bicycle, invented by Mr. J. B. Dunlop, of Belfast. A racing man called Hume, who had never before won a race, appeared on one of these machines at the Belfast Queens College Sports and won every event. He rode a racer weighing 22 lbs. with a 1½ inch tire. This was hollow and inflated (by an ordinary detachable football inflator) with air. On a heavy track the machine left everything else standing still and created a wonderful sensation.

"At a recent road race of 25 miles in America, the following officials were down to take part: A referee, seven judges, five timekeepers, a starter, a clerk of the course and assistants, and as many scorers and umpires as might be found necessary. Things ought to have gone smoothly that day, though we doubt whether they did. Ex-promateurs and ex-professionals were barred."—*Bicycling News*.

[They did go smoothly. It's a way we have of managing such things over here.—ED.]

The Manhattan Bicycle Club has recently sustained a bereavement through the death of Edmond R. Wyatt, one of the most popular members. The funeral services were held June 9, at the Church of the Disciples, and attended by the club in a body. An elaborate flower piece, four feet high, representing a winged wheel over a banner bearing the word "Comrade," surmounted a design in flowers of the club badge, the whole resting on a bed of roses. This was the gift of the club, who have also draped the club house front in mourning. The gold badge of the Manhattans was buried with the lost member. Wyatt was but twenty-one at his decease.

A FAVORITE RUN OF BOSTON WHEELMEN.

A very pretty ride, and one that is indulged in by many wheelmen, is the trip from any of the suburbs of Boston to Highlandville, where the Springfield Bicycle Mfg. Co.'s factory is situated. In going from Boston the shortest way is to take Beacon Street to Newton Centre, then take the road to the left crossing the railroad track, and on past the Pettee Machine Works up into Highlandville. From the centre of Highlandville it is about a two-minute ride, and wheelmen will be cordially welcomed by Mr. J. B. McCune, President of the company. The factory is fitted with Pratt & Whitney's finest machinery, and to the ardent cyclist who loves to see how every little detail is made, it is very interesting, and would certainly repay any one who took the trouble to see how bicycles were manufactured. The factory is very pleasantly situated, and combines a great many natural advantages. About one hundred and twenty-five men are employed at present, although at times a night gang has been employed to catch up with orders.

BROWN'S SPURT WINS THE CHAMPIONSHIP.

Brown made a rare show of the men who competed in the 2-mile A. A. U. Championship, riding away easily on the last quarter and winning by several lengths. The race was held at the N. J. A. C. grounds, on Wednesday afternoon. Track quarter, with cinder path; very wet. Two-mile Amateur Athletic Championship University: F. G. Brown, K. C. W. 6m. 28s.; W. E. Crist, Washington, second; E. P. Baggot, N. J. A. C., third; S. B. Bowman, N. J. A. C., fourth; L. I. Clarke, Berkeley A. A., fifth. Clarke led for the first mile, Brown riding last. A half mile from home Crist moved ahead, with Brown close on him, and both passed Sid. Bowman, who was making pace. When the bell rang Brown darted away and gained a lead of fifteen yards in a half lap. The field swept after him, kept losing ground, then held their own and on the last hundred commenced to gain, until at the tape Brown was but a few lengths to the good, the field following in a bunch, with the exception of Clarke. Time of first mile, 3m. 37s.; second mile, 2m. 51s.; time of last half, 1m. 24s. The last quarter was ridden in about 38s.

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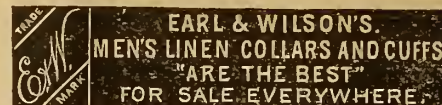
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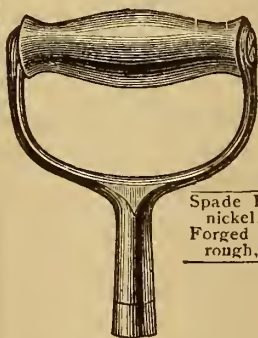
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FRONT VIEW

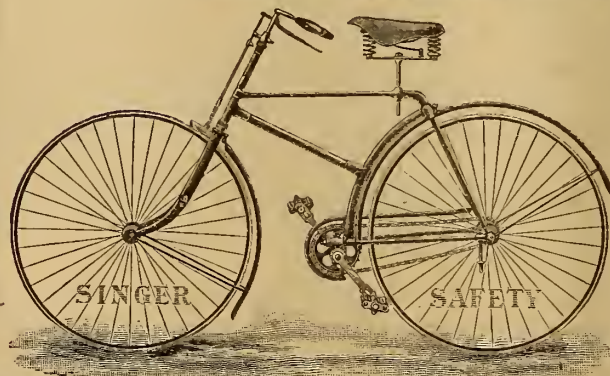
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BACK VIEW

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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, $6\frac{1}{2}$ 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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