

# THE WHEEL

— AND —

## CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates.

Subscription Price, - - - \$1.00 a year.  
Foreign Subscriptions, - - - 6s. a year.  
Single Copies, - - - - - 5 Cents.

Newsdealers may order through AM. NEWS Co.

All copy should be received by Monday.  
Telegraphic news received till Wednesday noon.

Advertising rates on Application.

F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444, New York.

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

### ONCE A SICKLY SHEET.

IT NOW CONTAINS MORE READABLE NEWS AND COVERS MORE TERRITORY THAN ALL THE OTHER CYCLING JOURNALS.

Advertisers and readers will note the following paragraph, which is doubly valuable because published in the leading paper in New Jersey and because unsolicited.

Three years ago THE WHEEL was a rather sickly sheet of from eight to twelve pages per week printed in long primer type, but under the live management of Frank P. Prial it has increased in the number of pages to from twenty-four to twenty-eight and is now printed in solid brevier and nonpareil. It contains more readable news and covers more territory than all the other cycling journals. The last issue contained special correspondence from twenty-two different sections, reaching as far as California and Tacoma, W.—*Newark Sunday Call*.

### TO BE READ BY ALL NON-SUBSCRIBERS.

THE WHEEL—Such is the name of a weekly bicycle newspaper published at 23 Park Row, New York City, box 444, by F. P. Prial, for the very low price of \$1 per year. Every edition is full of interesting contributions from the best of writers describing journeys a-wheel in our own and foreign lands, and on all other subjects pertaining to the bicycle. Also the advertising columns contain advertisements of manufacturers of and dealers in bicycles, tricycles, safeties and all that belong to them, and also of those who deal in second-hand and shop-worn bargains. To the beginner or learner of cycling, THE WHEEL is a great help. Bicycle exercise is healthful and respectable. The most respectable ladies and gentlemen in the United States ride bicycles, and Mrs. Grover Cleveland heads the list of recent converts in New York City. Our plains country is much better for the sport than the hilly and rocky states and the time will come when they will be in general use here. Meantime send Mr. Prial a dollar for THE WHEEL and post yourself on the subject.—*Crosby County News*, Estacado, Texas.

AT the Hagerstown Meet, two important questions will be discussed by the Chief Consuls of the League, who have been called to attend a special meeting for the purpose. The first is on the question of State official organs. The second on the question of League uniforms.

The first question has been raised by the *Bicycling World* Company, who claim that, under the publishing contract they hold with the League, all official League matter is to be published exclusively in their paper. The *B. W.* Company have never objected to State official organs until THE WHEEL was appointed the New York State official organ L. A. W., by Chief Consul Bull, although Pennsylvania, Illinois, Minnesota, Wisconsin and other States have had official

organs for some time. Let it be noted in passing that none of these organs were influential or important enough to threaten the *Bicycling World's* alleged supremacy. At this meeting of Chief Consuls, we hope that some of the following points will be borne in mind before the question is decided. And in making them, let it be thoroughly understood that we write without prejudice, for we consider that, in the case of THE WHEEL, the advantage is all on the League's side, that the official news crowds out more general matter and that we will cheerfully give up our organship at any time. The point on which the Chief Consuls must decide is whether the League is benefited by State official organs or not. It is obvious that the *Bicycling World* is of no use as a proselytizing medium, while non-League members who read State organs cannot help having their attention called to the official notices published in them. The Chief Consul of a State can do more good work through a State organ, first, because he has more space than the *Bicycling World* can afford to place at his disposal, and second, because the State organ has a larger circulation among local non-League men, who are the people to whom he wishes to address himself. The only argument that can be advanced against the appointment of State organs, is that the *Bicycling World* has a contract with the League and that the publication of League news in State organs weakens its influence with the trade, and this is simply a question as to whether the growth and development of the League is to be sacrificed to the business interests of the *Bicycling World* Company. We are simply trying to discuss the merits of the case, without wishing to make any issue between ourselves and the *Bicycling World* Company, since we don't concede that there is any rivalry or any conflict of interests between the two papers.

The other question to be discussed by the Chief Consuls is whether the League should, after the present fashion, have one style of official uniform for the entire *United States* League memberships, or whether each State should adopt its own style, make and price. This question has been raised by the Chief Consul of Massachusetts, whose attempt to appoint an official tailor for Massachusetts was very properly frustrated by the Uniform Committee, which action caused the Massachusetts Division to adopt a resolution, in substance directing a committee to confer with the Uniform Committee with a view to having its action reconsidered, and in the event of a failure, to make provisions for a new Massachusetts uniform for members of the Massachusetts Division. In discussing this question the Chief Consuls should keep in mind the many excellent points made in the preamble of the resolution adopted by the Massachusetts State Board. In this preamble it appears that the Massachusetts Division members can obtain the League uniforms much cheaper through a Massachusetts tailoring concern than through the League's official tailor; that they can not only save money but that the League may make a profit on the cloth sold; and finally that more wheelmen will wear the uniform if made in Boston than if made in New York. The arguments made in this preamble may be applied to any State in the Union; that is, if there are League tailors in all the States, more uniforms will be worn than at present; they can be procured more quickly and perhaps cheaper, as the cost of production, including rent and labor, is smaller in some places than in others. These facts being well established, it comes within hailing distance of authorized robbery to compel a man to buy goods at one place

when he can get them cheaper elsewhere. If the Chief Consuls decide on branch League tailoring establishments, all the States will doubtless use the League uniform as adopted by the National Committee. If they decide to leave the matter as it stands at present, many States will adopt their own uniforms and unity and community of interests are lost, and these are the vital elements of League development.

THE American tourists spent a week in Ireland—May 26 to June 2—riding 192 miles. All honor to "Jack" White, of Youghal, who stuck to the party all through the Emerald Isle and simply exhausted himself in attention and courtesy. From Youghal, where the cornerstone of Ireland's greatness was laid, the first potato having been planted there, the party rode to Mount Melleray, where the monks of the monastery prepared such a dinner as never was. At Dungarvan a prince of good fellows was met in H. E. Brennan. At Waterford a great reception was held, the mayor of the city presiding. The tourists stopped at Enniscorthy, Rathdrum and at Dublin, at which latter place two hundred wheelmen received them. At Dublin Mr. and Mrs. R. J. Mecredy, the former editor of the *Irish Cycling and Athletic News*, entertained the tourists at their home, and a public dinner was given at the Shelbourne.

The "poor, distressed country" has done herself proud. Her cyclists exhausted all the resources of heart-whole hospitality, and have given us a notable lesson in international courtesy. "Ours is a poor country," they said, "but we are rich in gratitude to the nation which has given us substantial aid in time of need." There was enough golden-tongued ability among the tourists to assure the Irishmen of their sincere appreciation of the kindnesses showered upon them; but a tribute to this country was embodied in the general welcome, and we want to assure our Irish friends that many American cyclists will, in spirit, re-echo the feelings of the Elwell party.

NEW YORK Wheelmen will permit us to call attention to the fact, that while they seldom have an opportunity to attend race meets in New York, they do not properly support the meets given by Brooklyn Clubs. The Long Island and Kings County Wheelmen's meets now draw a corporal's guard from Gotham, yet the grounds at which they are held are less than half an hour from the New York end of the Bridge. Let us have a big turnout for the K. C. W. meet, which will be held at Washington Park, next Friday and Saturday.

### FREE TRANSPORTATION OF WHEELS.

The Philadelphia and Reading Railroad Company has issued a circular to station agents and train baggage masters, bearing date of June 10, as follows:

"Bicycles, velocipedes and tricycles will hereafter be checked and carried free of charge, at owner's risk, to points on lines of this Company, Atlantic City R. R., Central Railroad of N. J. and Lehigh Valley R. R., and passengers must be notified.

"When Philadelphia transfer is necessary, 25 cents will be charged for each transfer, otherwise wheels to be checked to Philadelphia only.

"Release forms should be taken in each instance, and if not given regular rate for 100 lbs. excess baggage will be charged for each.

"Circulars and local baggage excess tariff of former dates are hereby amended accordingly.

"H. W. SOUDERS,

"General Baggage Agent.

"C. G. HANCOCK,

"General Pass. Agent."



## WHEEL GOSSIP.

The length of the Washington Bridge is 2,380 feet.

Entries for King's County Wheelmen's race meet close to-day.

The Cambridgeport Club will have a tally-ho coach ride on July 4.

Sixth Avenue, Brooklyn, at one time one of the worst paved streets in the city, is now nicely laid with asphalt.

The annual Meet of the Massachusetts Division, L.A.W., at Cottage City, will probably be held August 8, 9 and 10.

The Lancaster Bicycle Club need the services of a fancy rider for July 4. Address President D. F. Grove, Lancaster, Pa.

The wheeling clubs of Taunton, Fall River, North Easton and Whitman will make a union run to Nantasket, on July 23.

The Racing Board of the Rhode Island Division L. A. W. has decided to hold the annual 25-mile race in September instead of in June, as in past years.

WARWICK AND NATIONAL SAFETIES READY FOR DELIVERY.

Messrs. William Halpin & Co. advise us that they are now ready to fill all orders for Warwick and National safeties.

Several members of the Pennsylvania Bicycle Club will make a tour on their bicycles to Boston and the Eastern riding district this Summer, spending a fortnight on the trip.

Dr. A. C. Griffin, of New York, writes us saying that he was one of those finishing in the Century run to Philadelphia, but failing to attend the dinner at the Continental did not get counted.

We shall publish in the next issue of THE WHEEL an article on training, from the pen of George Hendee. George is clever with his pen, and has put down a number of valuable ideas.

At Inter-academic A. A.'s Spring Sports at University Grounds, Philadelphia, June 3: One-mile bicycle race, E. Rodgers, R., first, in 3m. 18.25s.; E. Woolman, C., second; R. Elliot, G. A., third.

THE WHEEL simply slithers the *Cyclist* correspondent who lately had his little say on the Bown patents as affecting American trade, and the article is one of Mr. Prial's best efforts.—*Wheeling*.

Mont. Scott of Providence, has accepted the challenge of Wm. Van Wagoner of Newport, to ride a fifty-mile race for a \$50 medal. The Roger Williams Park track is selected, and the 4th of July is the date.

The Warsaw, N. Y., Bicycle Club has elected the following officers: President, C. E. Ketchum; Vice-President, F. A. Owen; Captain, B. P. Gage; First Lieutenant, W. E. Miller; Secretary and Treasurer, E. J. Abner.

MASSACHUSETTS' SPRING MEET POSTPONED.

The spring Meet of the Massachusetts League of American Wheelmen, which was to have taken place at Squantum, June 17, was postponed on account of the rain.

Elie Millett, of Holbrook, Mass., was severely injured while riding a bicycle June 13, by collision with a Randolph coach driven by J. E. Blanche. The machine was demolished and young Millett seriously injured about the legs and back.

A Brooklyn correspondent inquires if something cannot be done to reduce the charge the Long Island R. R. makes for carrying wheels. We would reply that Consul Geo. Teller has the matter now in hand and hopes to be able to secure some concessions from the company.

A 1½-mile bicycle handicap will be decided at the Y. M. C. A. games, to be held this Saturday afternoon, on the club grounds, 15th Street and Harlem River, at 3.30 P. M. Harry Powers is at scratch, with Hanson, 20 yards, Parker, 35 yards, and several runners, 50 yards.

It looks as though the Washington, Pa., races, to be held in the latter part of this month, would be exceedingly interesting, as quite a number of Pittsburgh wheelmen will be entered. Gloninger, Davis, W. D. Banker, George Banker, L. E. Shoup and quite a number of others have signified their intention of entering.

The second annual bicycle tournament of the Fort Dayton wheelmen will be held at the Driving Park in Herkimer, N. Y., on July 4. Prizes to the value of \$300 are offered, and the best half-mile track in New York State is claimed by the Fort Dayton. Entries should be made with C. F. Giesey, Secretary.

The Springfield Rovers have organized with Wilbur N. Winans as Secretary and Treasurer. The club has a charter membership of ten and will be a strictly cycling club. F. A. Nickerson is the promoter of the organization and other members are A. C. Patterson, W. N. Winans, City Treasurer Tift and F. A. Eldred.

During a twenty-three days' trip to the Yosemite Valley and the big trees, Messrs. Richard J. Mier and William S. Moore, of San Francisco, encountered very severe weather, and at one point near the summit at Wawona they were obliged to trundle their wheels up the grade through seven miles of snow averaging two feet in depth, and in the face of a heavy snowstorm.

Miss Frederica Cooke, sister of Vice-Consul George L. Cooke, is one of the most industrious of the ladies who bicycle in Rhode Island. On her safety, accompanied by the Vice-Consul, she recently rode the long way round from Providence to Taunton, 27½ miles, covering the distance in four hours, including all stops. That evening she rode 13 miles more on the club run.

CENTURY RUN CORRECTIONS.

In addition to the list of men published in last week's WHEEL the following men finished the run: Dr. A. C. Griffin, N. Y.; W. F. Pendleton, N. Y. B. C.; C. F. Johnson, N. Y.; W. H. Putney, M. B. C.; and J. Post, Jr., M. B. C. Our special correspondent failed to meet the men, hence these corrections.

Messrs. Jo Weakley and Thornwell Shipp, of Nashville, Tenn., left June 8 for New York. There they took steamer for Liverpool. On arriving in the latter place they will each purchase an English safety and tour through England, Ireland and Scotland; then to France and the Paris Exposition, through Germany and along the Rhine. They will return to Nashville in September.

Toil and be strong,  
By toil the flaccid nerves grow firm  
And gain a more compacted tone.  
Go climb the mountain:  
From the ethereal source imbibe the recent gale.  
The cheerful morn beams o'er the hills.  
Go mount the exulting steed.

—John Armstrong.

Tom Roe, of Chicago; H. L. Kingsland, of Baltimore, and Percy Harris, formerly of New York, and now of Bridgeport, flocked into the sanctum on Saturday last. Roe is no longer with the Western Arms and Cartridge Company, but may resume the bicycle business at another stand if proper arrangements can be made. Kingsland is now with the Clark Cycle Company, in Baltimore. He will train on the Arlington track for the Hagerstown races.

At the Massachusetts Board meet, held June 8, a committee was created to confer with the Uniform Committee to arrange for securing League uniforms through a Massachusetts tailor, or, failing in that, to report plans for adopting a State Division uniform. That we were right in stating that Chief Consul Emery was mistaken in denying the existence of a Uniform Committee is now proven by the fact that the Massachusetts Board recognizes such a committee.

The big dailies are doing splendid work for the cause of good pavements in New York when they oppose the constant tearing up of the pavements which is now the custom. It is of no use to put down new pavements if they are to be constantly torn up by corporations. Last year \$1,105,675 was spent by the Commissioners of Public Works. Over 350 permits were issued for re-opening streets and 13,334 square yards of pavement were disturbed, much of which was not properly replaced.

There never were so many mishaps on any run as in the century run from New York to Philadelphia on June 8. Few wheelmen escaped without headers, and many machines received hard usage. Omaha seems to have had the same experience in a 100-mile run. Seventeen men started and but four finished. It was the toughest run ever taken out of Omaha. The exact distance was 118 miles, 70 miles over hills and part of the last 23 miles was covered in the rain. This is overdoing things.

THE OWNER IN LUCK.

A man whose appearance created considerable suspicion in the mind of the police was seen traveling up Niagara Street Saturday evening, having in tow a bicycle. Superintendent Cusack and Detective Kilroy arrested the individual and took him to Station 10. It was learned later that the bicycle was the property of C. H. Smith, of 15 Fargo Avenue, and had been stolen from in front of Hudson's clothing store on Main Street. The prisoner gave his name as Thomas Danton.—*Buffalo Sunday Times*.

Mr. W. F. Bartlett, formerly of Bartlett and MacDonald, and late associated with John Wood in the Harlem Bicycle Company, died last Sunday, after a lingering illness. Mr. Bartlett was quite old and has been ailing a long time. While in business with MacDonald, he failed, owing to the peculation of his partner, but he settled on the most honorable basis possible. Mr. John Wood has bought out Mr. Bartlett's interest and will continue the business of the Harlem Bicycle Company, as sole proprietor. This same MacDonald is still about town. He is oily, insinuating and dishonest, and cyclists who may run across him will profit by letting him severely alone.

*Sports Afield*, the bright paper published at Denver, Colorado, has a speaking likeness in a recent number of Robert Gerwing, the Denver Rambler's best man, and appends a short summary of his cycling life. In the recent road race between the Denver Ramblers and the Social Wheel Club for a challenge cup, Robert Gerwing easily took first place, and was never headed. Previous to this race, his own time of 2h. 18m., over a road none too smooth, and a distance of 33½ miles, had stood as record. The cup must be won twice out of three times for a club to retain it permanently, and *Sports Afield* remarks prophetically that the second race, to be held in June, 1890, will be witnessed by at least 2,000 people.

RUMORED ARREST OF DE CIVRY, THE FRENCH PROFESSIONAL.

The Paris correspondent of *Bicycling News* writes as follows: "I learn on reliable authority that De Civry was arrested on Saturday, 25th ult., outside the Rudge depot, and given into custody by Mr. George Woodcock, the cash accounts having been tampered with. De Civry has been brought before the Juge d'Instruction for examination, and has now been transferred to the Paris prison Mazas, awaiting his trial. This terrible downfall is understood to be the result of gambling at the tables at Monaco last winter, poker at the Grand Cafe, Paris, as well as a deal of money lost at baccarat in one of the betting clubs of the capital. I will send a full report of the trial."

THE MONMOUTH COUNTY BOULEVARD.

Present indications point to an appeal from the act passed ordering the proposed Boulevard in Monmouth County, N. J., in order to leave no doubts of its legality. As matters at present stand, the construction of the road would be in the hands of the Board of Chosen Freeholders; but a bill will most likely be introduced at the Legislature next session giving control to the present Park Commissioners. A million dollars seems a large amount to be allotted for road building, but when the purchases of land and buildings standing in the way are taken into account, that sum even may not suffice. For that very reason control of the expenditure should be vested in the hands of those best qualified.

A FRENCH ACTRESS ON AMERICAN ROADS.

Mme. Jane Hading, the French actress, sends two columns of "views" to the *New York World*. Like all visitors to this country, Jane Hading objects to our dirt and disease-breeding pavements: "I don't like the street pavements, however, nor the telegraph poles. The Americans are very peculiar in some things. They have everything—churches, schools, libraries, museums, theatres, gas, water, electricity, telephones, railways, and any amount of money for each and all of these—and yet they seem to

have no spare cash for decent roads and streets. It is inconceivable that a public spirit so active and energetic should stop at the highways. They seem to be utterly indifferent as to the condition of the city streets."

To those of our New Jersey readers with children to send to school, especially those blessed with daughters, we would recommend the Home School at Plainfield, advertised in another column. The ladies in charge of this school have had years of successful experience in the art of teaching, and particularly so with girls and young ladies. To New Jersey people familiar with Plainfield it is unnecessary to say anything in praise of its beauty. To those unfamiliar, we would recommend it as a city possessing rare natural advantages, largely made up of residences, and with all city comforts and conveniences. The climate is very healthful, and the inhabitants never molested by that bird of prey, the New Jersey mosquito. Can aught more be said in regard to its superiority?

A gentleman with a sympathetic heart writes: "A little Johnstown eight year old cries about losing his bicycle and fears he may never be able to get another. Will enough wheelmen who read this give dimes or other amounts to make the boy a happy owner of a new bicycle." We are not in sympathy with the scheme. While we are aware that children's troubles, whether real or imaginary, cause them acute pain, we think the parents of this eight-year-old have a splendid opportunity to point out a simple little lesson of thanksgiving which even the brain of an eight-year-old could comprehend. We see no reason why thirty dollars should be spent to make this discontented child happy, when the same amount, invested in bread, would feed five hundred starvelings for a day.

At the annual meeting of the Meriden Wheel Club, last Wednesday, Frank F. Ives was elected an active member of the club, having been reinstated as an amateur. He was at once elected representative of the Meriden Club to the meeting of the League of American Wheelmen, to occur in Hagerstown, Md. The boys were very enthusiastic over the subject of having a new bicycle track at the fair grounds, and the president was empowered to appoint a committee to pursue the matter, and, if the proper arrangements can be made, to solicit subscriptions. The officers-elect are as follows: President, W. Collins; secretary, E. A. Hall; treasurer, J. E. Brainard; captain, F. F. Ives; first lieutenant, F. T. Grant; second lieutenant, E. W. Hall; color bearer, H. J. Rolfe; bugler, W. H. Carter; executive committee, President Collins, Secretary Hall, Treasurer Brainard, Captain Ives, Dr. T. S. Rust, L. A. Miller, F. A. Stevens.

BICYCLE RACES AT HUNTINGTON, L. I., JUNE 12.

The events run off were four in number, and in the following order: Half-mile dash, won by F. G. Brown, N. J. A. C., in 1m. 34s.; Wm. Murphy, K. C. W., second. Brown also took the 1-mile handicap which followed with six starters, in 3m. 8½s.; Chas. Murphy, second, and Wm. Murphy, third. In the 2-mile handicap, Wm. Murphy moved forward two places, and captured first prize, in 6m. 4½s.; F. R. Miller being second. The 1-mile open, was won by F. G. Brown, who would appear to have had a "picnic," in 3m. 20s., with Wm. Murphy a close second. The following gentlemen officiated: E. R. Aitken, H. B. C. Thos. Lloyd, Queens A. C., and C. B. Scudder, H. B. C., judges; A. C. Ebbetts, H. B. C., clerk of course; H. F. Rogers, H. B. C., starter; E. C. Gruman and C. P. Rogers, H. B. C., scorers.

It is whispered that several clubs in New Jersey have organized a Road Racing Association, that they may hold a road race this fall and will surely hold one next spring. From a Jersey City cyclist we learned that a man in Freehold, N. J., is President of the Association, that it is to run a nice quiet road race and that everything is to be kept dark. All this secrecy seems extremely absurd. The principal glory of racing is a wide publication of results. If Mrs. Pigsticker has a million dollar diamond, her greatest pleasure is in showing it to Mrs. Porkpacker, Mrs. Odwell and the rest of her set. What good does it do Johnny Scratchman to ride a mile in 2m. 30s. on a dark night? It is only when he down the other fellow in the broad daylight, to the applause of the multitude, that he gets any return for his work. We are all more or less working for this applause, this appreciation by our fellows. One man secures it by muscle, another by money and still another by brains. A road race conceived in the shade and run off in the dark is not a paying investment.

HOW IT STRIKES THEM.

We have come across the waters,  
Paddyland, Paddyland!  
To inspect your sons and daughters,  
Paddyland!  
To admire your lovely scenery,  
Paddyland, Paddyland!  
Your mountains and your green ry,  
Paddyland!  
But your Clerk of Irish Weather,  
Paddyland, Paddyland!  
Does not please us altogether,  
Paddyland!  
Yes, the circumstance is paining,  
Little pleasure we are gaining,  
For incessantly 'tis raining,  
Paddyland!

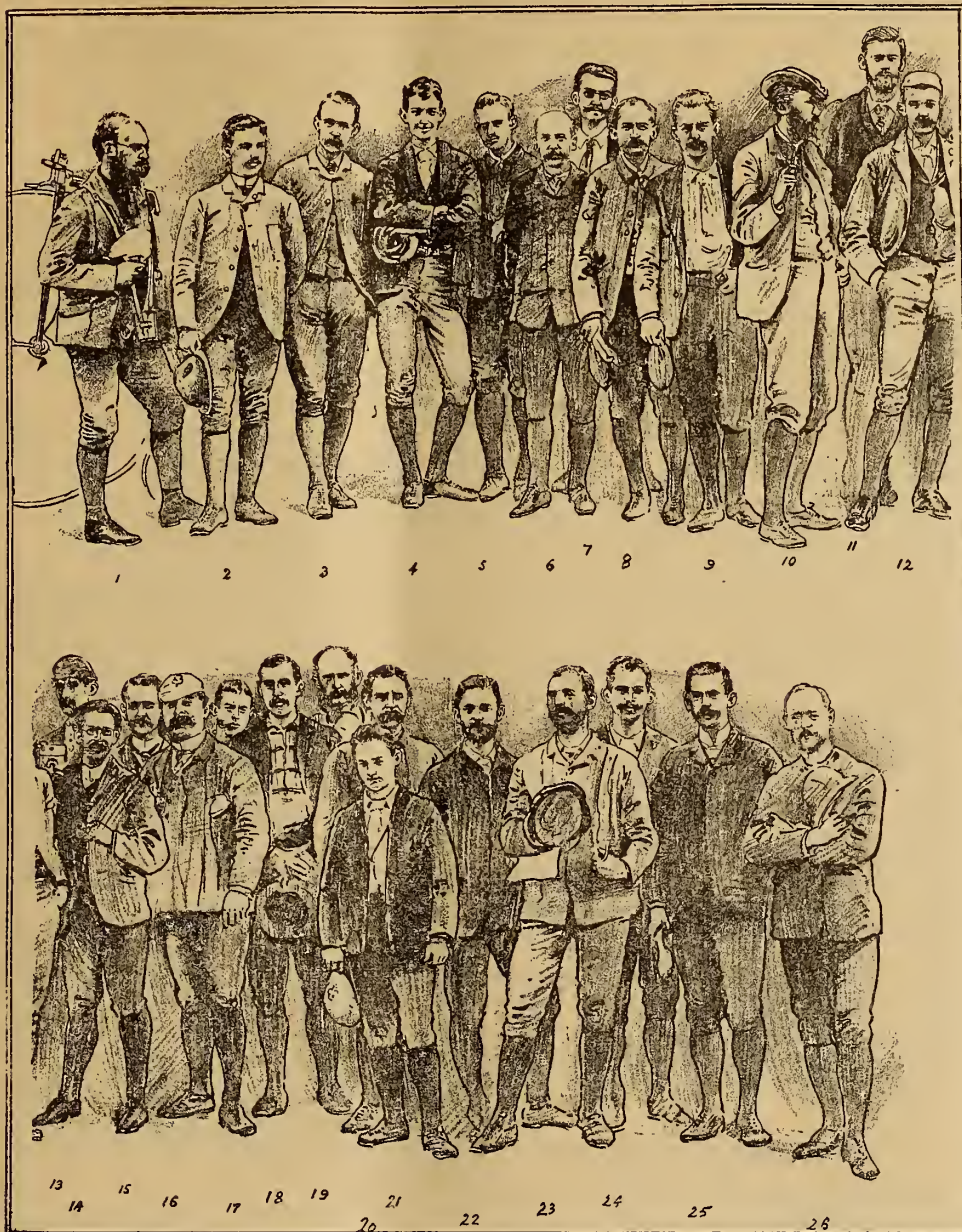
Poet LAUREATE in *Bicycling News*.

A NOTEWORTHY CENTURY.

On Sunday the 16th, W. S. Doane, of Dorchester, started out about five o'clock A. M., and not having any special place to go, rode toward Providence, about forty-five miles from Dorchester, over some of the worst roads in Massachusetts. He arrived there at 9:05, having been obliged to walk two miles through deep sand, and rode a mile through the grass on the road-side. He rested about an hour and a half, and started on the return trip, taking dinner at Foxboro, and arriving home at 4:10 P. M., with ninety-four miles to his credit. He then went over to Franklin Park and finished the hundred miles in the presence of twenty-five or thirty wheelmen. After resting a short time, he rode home by a roundabout way, seven miles, arriving there at 6:20 P. M., making 107 miles in the total time of thirteen hours and twenty minutes, his actual riding time being 8h. 55s. Doane rode a "57" gear Royal Singer Safety, weighing 40 lb., and he reports that the machine stood the run in magnificent shape, nothing breaking but one spoke. The weather was very warm and he was badly burned about the head and neck. As Doane was leaving Providence, he again climbed College Hill. He has often taken a century run on his ordinary, and claims to have felt better at the end of this ride than ever before.



## THE AMERICAN TOURISTS.



1, W. C. Rosebroom, Cherry Valley, N. Y.; 2, S. L. Breed, Lynn, Mass.; 3, S. B. Phillips, Portland, Me.; 4, T. C. Brimsdale, Cleveland, O.; 5, W. H. Bennett, Chicago, Ill.; 6, W. J. Penrose, Newark, N. J.; 7, A. J. Wilson (special representative of *Bicycling News*); 8, A. C. Buttolf, Chicago, Ill.; 9, H. Wentworth, Skowhegan, Me.; 10, J. Pennell, Philadelphia, Pa.; 11, A. McAlpine, Bradford, Pa.; 12, J. White, Dublin, Ireland; 13, A. G. Collins, Boston,

Mass.; 14, F. A. Elwell, Portland, Me.; 15, R. B. White, Quincy, Ill.; 16, P. H. Reilly, Hartford, Conn.; 17, Clark Cooper, Trenton, N. J.; 18, H. R. Wilson, Clarion, Pa.; 19, W. W. Eastabrook, Elmira, N. Y.; 20, D. W. Levy, Quincy, Ill.; 21, W. H. Kirk, Philadelphia, Pa.; 22, Chas. Seavey, Portland, Me.; 23, J. E. Beal, Ann Arbor, Mich.; 24, F. H. Palmer, Portland, Me.; 25, H. S. Higgins, Portland, Me.; 26, J. Newton Smith, Philadelphia, Pa.

## ELWELL'S EUROPEAN TOURISTS.

TO THE EDITOR OF THE WHEEL:

Our journey in Ireland, to everyone's regret, is now a thing of the past. We are to-day (Sunday) very comfortably quartered at the Wicklow Hotel, Dublin, ready to leave Kingston to-morrow for Holyhead, England. Some of our members are a little "knocked out," but one and all have had a week of rare sport and have nothing but enthusiastic praise and warm gratitude for the Irish wheelmen and the nation generally. We have had everything, barring the weather, our own way, and our visit to the land of hospitality, potatoes, evictions and brogue will be remembered for months to come, be what there may in store for us. We expected a quiet trip through the country, with perhaps a little guidance and attention from cyclists; we found instead the most lavish hospitality, the heartiest of welcomes and the greatest excitement everywhere. We have been heralded, welcomed, cheered, banqueted and feted until

we all feel like Jim Blaines just before election, or a baseball team touring around the world. There could not have been more enthusiasm and excitement had we all been Presidents of the United States come over to see about "annexing" the nation. We have ridden nearly the entire distance from Cork to Dublin between lines of cheering and excited natives, who yelled themselves hoarse with "Welcome to Ireland," and "Three cheers for the Yankee byes." Americans are very apt to look down on the Irish, to think they are an ignorant, slothful and unprincipled people, but could they see them as we have seen them and meet them as we have met them they would know why it is that an Irishman clings to his brogue and boasts of the fact that he was born on the "ould sod." There is not, I am sure, a more generous, free-hearted, open-handed race on the earth than the Irish.

Perhaps the one man to whom more thanks are due than any other for the success of our trip so far, is "Jack" White, of Dublin, Chief Consul of the C. T. C., for Ireland. He met us when we left the ship and has been with us ever since. He has figured, telegraphed, written, palavered and worked incessantly and untiringly for us. "Jack" was telling the other day

how he and a number of other Irish boys were awaiting our arrival in Queenstown. The vessel was expected Sunday, but did not arrive until Monday noon. Sunday night they sat up nearly all night, feeling nervous and anxious. "And oh," says Jack, in his excitable hurried manner, "if I had died that night you would have found 'Cephalonia' written on me heart." And I verily believe we would. On the tug which took us off when we finally did arrive were Day, Hanrahan and Hallinan (President, Secretary and Treasurer of the Munster Safety Club, of Cork), Jack White (Secretary of the Irish Cyclists' Association) Colie O'Connell, C. L. Jamison and other big cyclists who have accompanied us the entire distance to Dublin. At Cork the American party was increased by two very valuable additions. Mr. Jo. Pennell, of the *Century* magazine, whose pictures (cycling and otherwise) have made his name familiar to every wheelman in America, has become a member. Mr. Pennell has ridden all over England and the Continent, and is to have charge of the party while we are in France. The other member is A. J. Wilson, of London, who, under the pseudonym of "Faed," is familiar to every cyclist who reads *Wheeling* and *Bicycling News*, or, indeed, any journal devoted to the sport. He is considered one of the best, if not the very best, road rider in the United Kingdom and is a very fast man on the track. We have also been accompanied by Brennan, of Dungarvan, A. B. Allport, of Cork, a "scorcher," W. Tyner, and Macredy, editor of the *Irish Cyclist*. Thus made up we have come from Cork to Dublin under one solitary difficulty—the weather.

As we were eating our last lunch aboard the *Cephalonia*, word was brought down that the tug from Queenstown was alongside and we scrambled up the stairway at a lively pace. About a hundred feet away was a small tug and in her bow dancing up and down with excitement were half a dozen Irish lads. They were acting in a manner to justify the adjective "wild," as frequently applied to them. They shouted and yelled and waved their caps frantically calling for "Reilly!" and "Elwell! Which is Elwell? Hold him up!" I can't begin to tell how glad we were to get ashore once more and to meet with such a jolly crowd of fellows. Our vessel being one day late we were obliged to skip our visit to Cork and merely stopped to get our wheels of Allport the bicycle agent. It was a great day for Mr. A. and the crowds flooded his store and obstructed the sidewalk, as we pulled our Quadrants out and looked them over. The Quadrant is not at all a handsome machine, but it is a great one on the road. The front wheel is 26 inches, and the driver 30 inches. Over the front wheel is a luggage carrier, substantial and roomy enough to carry, it is claimed, seventy-five lbs. of baggage. However this may be, we find twenty-five lbs. all we care to push up these Irish hills, many of which are over a mile in length.

We boarded the train and reached Youghal in time for a good six o'clock dinner from the wheelmen of that ancient town. Our Cork friends were bitterly disappointed at this, but it was not a matter of choice, for we were obliged to catch up with scheduled time cost what it might. So great was their desire that we should taste their hospitality that they even whispered amongst themselves as to the advisability of purloining each and every saddle from our machines and hiding them, but when they realized that it was an absolute necessity for us to "move on" they relinquished the scheme.

After a jolly evening in the town where the first potato was planted in Ireland (Youghal), we retired early for a good start in the morning. The day's run was to Dungarvan by the way of Cappoquin and Mt. Melleray, a distance of thirty-eight miles. Oh that ride! If I live to be a thousand years old I shall never forget that ride! Ride, did I say? Excuse me—I mean walk. These Irish hills are very gradual in ascent and so picturesquely winding that you cannot see the top. Consequently you start up bravely, thinking forsooth the top is just around yonder bend. That bend reached, surely it must be just around the next. Ye gods! Another up-hill stretch! And so on until with panting lungs and aching knees you dismount in disgust and push machine and baggage anywhere from a quarter of a mile to a mile and a half. It rained steadily during the night, and looked bad when we left Youghal. A mile out and the gentle dew descended in a quantity



sufficient to hold us up for over an hour—Another mile and we struck our first hill. Why continue the agony? It rained once an hour on an average, and the roads were of the consistency of Le Page's glue. Let the rain which fell hide from your view those twenty-seven tired wheelmen, unacquainted with their wheels, unused to the roads, and just through with a nine days voyage across the Atlantic—each with from ten to thirty pounds of luggage strapped on his machine. We staggered into Cappoquin where we divided into three parties—one to take train for Dungarvan without more ado, one to rush into the hotel and demand of the landlady the best she had, and the last to take a jaunting-car for Mt. Melleray, where the monks in the monastery had prepared a most excellent spread for us. The joys of that dinner will remain a green spot in our memories when the good monks have made their final reckoning. In Dungarvan we were received by no less than a thousand of the inhabitants assembled in the public square, who cheered us and shouted as only honest Irishmen can shout on their native heath. We were in this place the guest of Mr. H. E. Brennan, the "Knight of Dungarvan," around whose well-spread mahogany we recounted the events of the day—the hills, the dales, the miles that we had walked. We toasted the Green and they toasted the Stars and Stripes. Mr. B. was tireless in his efforts on our behalf, and was constantly trotting from room to room to ask "and are ye all right? have ye cigars enough?" We had speeches from Elwell, Brennan and Jack White, and retired delighted with everything but the weather. It has rained constantly since we first set foot in the country, and aside from its taking up much of our time it has put the roads, which otherwise have been far better than those we are accustomed to at home, in a very bad condition.

I am glad to say, however, that after the first day we picked up wonderfully in our riding and manage to do our distances quite handily. On Wednesday we rode to Waterford, a good sized place where we were met by seventy wheelmen who insisted on our parading the city in the ever-present rain, and in the evening tendered us a smoking concert which was an exceptionally enjoyable occasion. They had some magnificent voices among them and we readily fell into the choruses of "Father O'Flynn," "Killaloo," "Soldier Boy," etc. The Mayor of the burg presided and we had the usual exchange of courtesies and compliments. On Thursday we made forty miles to Enniscorthy. More rain, more mud, and more entertainment. The Enniscorthy boys had a "ladies' night" and a spread for us and we made our bow to Erin's daughters, whom we found fully as hospitable and interesting as her sons, and perhaps, a little handsomer. Certainly a true Irish girl is a very attractive creature, with her blue eyes, retroussé nose, and exceptionally clear complexion. She is not to be chaffed, either, and is fully able to hold her own at repartée. We soon enough discovered the susceptible hearts in our party. Apropos of the ladies we are all charmed at the manner in which Mrs. Macredy rides the wheel. In company with her husband on a tandem she made forty-one miles yesterday in a way which put many of our boys to blush. She was apparently as fresh at the finish as at the start, and I don't think they walked a step. She pedals along at a good gait, with ease and grace which show that she is thoroughly "in touch" with the machine and has caught the knack of it.

Leaving Enniscorthy we rode on Friday to Rathdrum with our rubber capes on all the way, and on arriving, for the first evening since our visit commenced, had nothing to do but go to bed. We all seized the opportunity of making up back arrears of correspondence. Truly the amount expended in postage stamps must have been a great help to the British revenue. Saturday we took our last day's ride on the Emerald Isle, from Rathdrum to Dublin. Had it been pleasant it would have been a most delightful run—through the Seven Churches, the Scalp, the Dargle and a five o'clock tea, tendered us by Mr. and Mrs. Macredy, at their residence, a short distance out of Dublin. We were met at the Scalp by over two hundred Dublin wheelmen, and everything they have done for us has been on the same scale. We were escorted to the Wicklow, and in the evening they gave us a dinner at the Shelbourne, at which we sat

down at a quarter of eight and arose at a quarter past twelve.

Our riding throughout has been through scenery so fine that it is hard to believe that it can anywhere be surpassed. Ruins of castles and fortresses of great antiquity are to be seen on every hand, and we are very loath to leave a country where there is so much of interest to be seen and so much courtesy extended. At Dungarvan we were in the midst of the eviction district, and, although we saw none going on, we saw the somewhat exciting scene of a jaunting-car containing three or four political men endeavoring to address the people, closely pursued by two more cars of police ready to arrest them the moment they commenced. The politicians were about twenty yards in advance, and all three cars on the dead gallop. At the Waterford smoking concert a young fellow sang "Wearing of the Green" with a great deal of feeling, and on inquiring about him his fellow-townsmen informed us that his brother had recently been put in jail for life as a political offender.

We also discovered, much to our amazement, flaring posters in many of the towns announcing the arrival of a party of American bicyclists and calling on all cyclists to extend the right hand of fellowship. It ended by saying: "Ours is a poor country, but we are rich in gratitude to the nation that has given such substantial aid in our time of need," and to what extent we found them so it is needless for me to tell. We have had constant kindness and attention from beginning to end.

Our Irish friends ride the wheels like fiends, and we felt all the worse at our poor showing on account of the fact that they expected to find in us a team of regular racing men. They labored under the impression that we were an organized team of "scorchers," whereas in reality we have amongst us several men who had not been on a wheel for three or four years and quite a number who had never been on any style of safety machine whatever. Settled weather and dry roads are all that is necessary, however, and we anticipate no trouble in England. Kirk, of Philadelphia, Collins, of Boston, Cooper, Coke and many others are already riding splendidly.

Our route for next week is from Chester to Oxford via Birmingham, Warwick, Kenilworth and Stratford-on-Avon—a most interesting week.

TAM O'SHANTER.

### THE EUROPEAN TOURISTS.

(From our Special Correspondent.)

It was a dismal prospect that greeted the tourists upon awaking this Saturday morning, vast sheets of rain descending pitilessly, propelled obliquely by a strong gale of wind. Would-be early risers therefore, were fain to turn over in bed for another nap; and when breakfast was over the rainy outlook impelled nearly half the party to decide upon taking the train to Dublin. About 9 o'clock, however, there was but a drizzle, and the hardy ones forthwith sallied out and tackled the muddy roads. Luckily the wind was again favorable, and the nine miles up and down hill to Glendalough were covered in fair time, waterproofs being, however, in continual requisition owing to the frequent showers. Wheels were stabled at the hotel, and a couple of hours spent in a stroll through the Glen, inspecting the "seven churches" and round tower, admiring the cascades, and gazing with delight upon the grandeur of the lakes and surrounding mountains. Cycles being remounted, a lot of up-hill work ensued to Roundwood, where the second "snack" of the morning was enjoyed, and whence more hills were tackled until the summit of the plateau was reached, whereupon a series of magnificent "coasts" down capital roads, winding around the mountain sides, with grand scenery all around, brought the riders to "Pluck's," at which inn a gentleman from Dublin had provided tiffin for the party. Here also were a few Dublin cyclists, and from this spot right away to Dublin the tourists' escort was continually augmented by Irish cyclists joining the line, until there must have been some 500 wheelmen in the procession as it entered the Irish capital. At the Scalp, seven or eight miles out, a group photo of the tourists was taken; and at Dundrum a brief stoppage was made to take five o'clock tea at the residence of Mr. and Mrs. R. J. Macredy; the city being reached before six o'clock, after a most enjoyable, although damp, day's ride. In the evening a grand banquet was given to the visitors at the Shelbourne Hotel, by a committee of representative Dublin cyclists, the toast-list being as follows: "The Queen," proposed by the chairman, C. J. Thompson, Esq., and drunk with musical honors, Irish and Americans joining heartily in "God Save the Queen"; "The President of the United States," responded to very eloquently by Mr. J. E. Beal, of Ann Arbor, Mich.; "Our Visitors," proposed by Mr. C. Z. Jameson, of Dublin, and responded to by Mr. Elwell; "Cycling in Ireland," by Mr. P. Harward Reilly, of Hartford, Conn., and acknowledged by Messrs. W. Tyner and H. A. Quinton; "The Cycling Press," from the chair, responded to by F. Percy Low, of *Wheeling*, A. J. Wilson, representing *The Cyclist and Bicycling News*, and representatives of the Dublin press; "The Chairman," was toasted by Mr. J. Baynham, and in replying Mr. Thompson appropriately suggested an extra toast, that of Jack White, the Dublin Chief Consul of the C. T. C., who had won all hearts by his thorough-going endeavors to further the success of the tour; the toast was drunk with musical honors, cheers and a "tiger," and White modestly replied.

"Auld Lang Syne," sung by the entire company in traditional fashion, brought the proceedings to a happy conclusion on the stroke of midnight.

The tourists are all well. Two or three have been a little "queer," and some who are accustomed to early hours have been complaining of want of sleep, but the two days rest in Dublin will doubtless set them up ready for the conquest of England. There have been no accidents whatever. All the bicycles go well, and seem in perfect order. Dublin, Ireland, June 1, 1889. "FAED."

(From our Special Correspondent.)

CHESTER, ENGLAND.

The sights of Dublin monopolized the whole of Sunday and Monday, Phoenix Park being particularly admired; and on Monday parties of the tourists were conducted over the various places of interest, including the Bank of Ireland, Guinness's brewery, the Castle, the Museum, the Masonic Hall, etc. At 7 p. m. the steamer was boarded for Liverpool, a very rough passage being experienced, no less than fifteen of the tourists being seasick. Liverpool was reached at 8:30 a. m. on Tuesday, and after ferrying across the Mersey an easy ride was effected to Chester, the weather being delightfully sunny and mild; and the remainder of the day was spent in visiting the objects of interest in and around this fine old town.

A wagonette was chartered in which the majority drove while a few cycled to Hawarden Castle, the seat of the Rt. Hon. W. E. Gladstone, M. P., and thence to Eaton Hall, the seat of the Duke of Westminster—the richest man in England—a thorough inspection of the interior making the tourists feel a trifle envious. Boating on the river Dee occupied the evening, and the following day's ride to Nantwich and Stafford was accomplished without incident, in charming weather.

From Chester to Stafford there was very little in the way of scenery or sight seeing, the chief feature of the day being the exquisite state of the weather and the abominable paving of the small towns—Tarporey and Nantwich—en route, giving us a foretaste of the sort of "pave" we may expect in France. Stafford was reached early, and here we found ourselves lodged at one of the snuggest hotels yet met with, the people being most agreeable. From Stafford on Thursday, another splendid ride took us to Litchfield, where an hour was spent at the Cathedral, which is a most marvellously beautiful and impressive pile. After lunching, wheels were remounted in company with some wheelmen of Birmingham, who piloted the tourists to Sutton-in-Coldfield, where a large number of Birmingham cyclists joined the ranks, and escorted the visitors to Aston Hall, whose curious antiquities were especially shown. Thence into Birmingham it was a tortuous ride along busy streets effected without accident, and at the Colonnade Hotel the Birchfield Wheeling Club entertained us at collation, at which over a hundred local riders were present, and their president made sundry post-prandial speeches, presenting Mr. Elwell with a handsomely illuminated address of welcome. Free seats were offered the tourists at the Theatre Royal, and a few of the livelier men visited the Music Hall, several carriages conveyed others out to the select suburbs of Birmingham, and many of the tourists were taken to inspect a monster bicycle, having a driving-wheel 66 inches in diameter, upon which Albin used to give trick-riding performances.

Friday morning dawned fine, and over a magnificent road fast time was made to Stonebridge, where a number of Coventry cyclists were met. The majority of the tourists went to Coventry, inspecting Singer's and Rudge's factories, a few going direct to Kenilworth Castle, where the whole party met later on. The fine old ruins having been explored to hearts' content, wheels were mounted for Warwick, whose castle afforded more food for interest. Thence the final run was made to Stratford-on-Avon, over a superbly smooth road. June 8, 1889. "FAED."

### ELWELL'S PARTY DINED BY THE STANLEY CLUB.

The Stanley Cycling Club gave a dinner to the visiting American cyclists at the Inn's Court Hotel last evening, which was attended by nearly all the visiting wheelmen as well as by about sixty other advocates of rotary locomotion.

Toasts were drunk, speeches were made and songs were sung without number, and indeed everybody spent a most enjoyable evening and laid plans for the cycling excursion to Ripley to-morrow, when the American guests will be entertained by the Ripley Club.—*European Edition N. Y. Herald, June 15.*

### CYCLISTS' MAPS.

Among the many things to be enumerated under the head of "long-felt wants," maps of any state in the U. S. (outside of those in the few road books), of convenient size and reasonable price, take a leading position. They do these things better in England. Philips' Cyclists' Maps of Counties of England, showing the main roads distinctly colored, marking dangerous grades and hills, giving locations of repair shops and residences of C. T. C. Consuls, are invaluable to touring wheelmen in that country. They cost but one shilling each are easily carried and inspected, and are *forty-three* in number, speaking of counties only. Wales has two to itself, and the Isles of Wight and Man one each. Supplementary maps of Lancashire, Yorkshire, and the country round about London are also to be had at slightly larger prices. Inside the cover of each map is a list of recommended hotels for guidance of the wayfarer. Any map publishers in this country that are enterprising enough to follow this lead and sell at low prices, will, we are sure, reap a bonanza from the venture.



## FIXTURES.

- 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, Brushy 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. Entries close July 1 with H. F. Griel, Lancaster.
- July 4, 1889.—Fort Schuyler Wheelmen, Utica, N. Y., 50-mile Road Race.
- July 4, 1889.—Second Annual Tournament of Fort Dayton Wheelmen, at Herkimer, N. Y. Entries to be made with C. F. Giesey, Secretary.
- July 4, 1889.—Fifth Annual Tournament of Berkshire Co. Wheelmen, at Pittsfield, Mass.
- July 8, 1889.—Connecticut Division L. A. W. Meet at Bridgeport, Conn.
- 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.
- August 24, 1889.—Fifty-mile Bicycle and 1-mile Dwarf N. C. U. Championships at Paddington, Eng.
- 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.

## LONG ISLAND WHEELMEN'S MEET.

The elements conspired to drown out the Long Island Wheelmen's race meet, held at the Brooklyn Athletic Club grounds on Saturday afternoon last. They, the elements, outlined a neat programme and carried it out to the letter. They decided to flirt with the race meet committee so that the meet would not be postponed. At ten the day was gloriously fine; at two the clouds assembled as per order and cast shadows over the scene; at 3:30 the great shower bath was turned on and it looked like a postponement. Then the shower-bath let up, the clouds parted and it was decided to run the races. When things had got fairly started the clouds closed up, the shower was turned on full force and it poured all the afternoon, slowing up at short intervals, during which hopes of a clear-up were raised, only to be dashed to the ground by a heavier deluge than the preceding one. A few thunderbolts were let off at intervals to add to the general disgruntlement. The whole would have furnished a splendid theme for Wagner, only that no stage manager could have reproduced the celestial reverberations.

The track, a five-lap cinder path, carefully prepared for the occasion, was muddy, and in many places covered with water. The races were started at four and were run off with but few waits and these were due to the general demoralization caused by the rain. The result of each event was announced to the spectators. The officials discharged their duties acceptably, and there was neither hitch nor accident. The features of the day were, the remarkable success of the Kings County Wheelmen, whose men

carried off almost all the prizes, and the good form shown by F. B. Hesse, a new man, who won three prizes. The grand stand was fairly well filled, and but for the weather the meet would have been one of the most successful ever held in Brooklyn. The various events resulted as follows:

Committee of Arrangements.—G. G. Teller, L. H. Wise, Geo. M. Halsey, Carl C. Alden and Geo. W. Mabie.

Field Officers.—Referee: C. H. Luscomb, President L. A. W.; Judges: M. L. Bridgman, K. C. W.; Elliott Mason, Citizens B. C., and W. H. Meeteer, Brooklyn B. C. Umpires: W. C. Marion, K. C. W.; H. J. Hall, Jr., K. C. W.; Jos. M. McFadden, New York B. C., and H. E. Raymond, B. B. C. Timekeepers: C. A. Sheehan, Manhattan B. C.; T. C. Crichton, K. C. W., and F. P. Priol, New York B. C. Scorers: F. H. Douglas, K. C. W., and W. H. Warner, L. I. W. Clerk of Course: Geo. G. Teller, L. I. W.; Assistants: A. P. Topping and J. H. Bagg, L. I. W. Starter: Robert Evans, L. I. W.

ONE-MILE NOVICE.—Heat 1: F. B. Hesse, K. C. W., 3m. 31 2-5s.; A. S. Farmer, K. C. W., 3m. 31 3-5s.; J. H. McCue, Brooklyn A. A., distanced. Heat 2: A. H. Miles, K. C. W., 3m. 41 3-5s.; H. A. Ostermayer, K. C. W., 3m. 42 1-5s. Final Heat: Hesse 4m.; Farmer, second by several lengths. The others were not in it.

TWO-MILE L. I. W. CLUB HANDICAP.—W. Schumacher, 50 yards, 6m. 55 3-5s.; L. H. Wise, 50 yards, 7m. 28 1-5s.; Geo. W. Kreger, scratch, third. Schumacher had some trouble with Wise for the first mile and after that was never headed. Wise led at the first mile in 3m. 18s. Kreger, who has not ridden much nor trained any this year, rode the first lap in 36s. and then slowed up, riding the remainder of the distance leisurely.

ONE-MILE HANDICAP, ROVER TYPE WHEELS.—W. F. Murphy, K. C. W., 70 yards, 3m. 35 3-5s.; W. G. Class, B. B. C., 80 yards, 3m. 42 3-5s.; J. F. Borland, B. B. O., 80 yards, third. Murphy rode away on the last half, and riding in good form won easily.

ONE-MILE BICYCLE HANDICAP.—Heat 1: F. B. Hesse, K. C. W., 80 yards, 3m. 18s.; L. L. Clarke, Berkeley A. A., 75 yards, 3m. 19 3-5s.; F. N. Burgess, Rutherford, N. J., 70 yards, third by twenty yards; R. W. Steves, K. C. W., 50 yards, 0; J. H. Hanson, N. Y. B. C., 65 yards, 0; A. C. Banker, Berkeley A. A., scratch, 0. Heat 2: F. G. Brown, K. C. W., 25 yards, 3m. 25 3-5s.; C. M. Murphy, K. C. W., 55 yards, second; R. L. Jones, K. C. W., 60 yards, third; J. W. Schoefer, Berkeley A. A., 10 yards, did not finish; L. H. Wise, L. I. W., 45 yards, did not finish; H. P. Matthews, B. B. C., 70 yards, did not finish; H. O. King, K. C. W., 65 yards, did not finish. Final Heat: Hesse, 3m. 30 2-5s.; C. M. Murphy, 3m. 33 3-5s.; Burgess, third; Clarke did not finish.

ONE-MILE NOVICES, BROOKLYN CLUB MEMBERS.—W. E. Stuffle, 3m. 55 3-5s.; W. J. Masterson, 3m. 56 3-5s.; N. A. Robertson and C. L. Snedeker did not finish.

RELAY RACE, ONE AND FOUR-FIFTHS MILE.—Kings County Wheelmen, first; Berkeley Club, second; Long Island Wheelmen, third; time, 6m. 19 4-5s. Each club entered three men, each of whom rode three laps and was then relieved by a club mate. The men entered were: K. C. W., Hesse, Brown and W. F. Murphy; Berkeley A. A., Banker, Schoefer and Clarke; L. I. W., Schumacher, Morrell and Wise.

ONE-MILE RIDE AND RUN.—R. W. Steves, K. C. W., 4m. 54s.; E. P. Baggot, N. J. A. C.; 5m. 20m.; R. N. Burgess, Rutherford, N. J., did not finish. Steves made big headway on the runs and mounts.

THREE-MILE BICYCLE HANDICAP.—W. H. Schumacher, L. I. W., 100 yards, 12m. 24 1-5s.; W. F. Murphy, K. C. W., 175 yards, second by a few lengths; A. C. Banker, scratch, 0; F. G. Brown, 80 yards, 0.

ONE-MILE CONSOLATION.—King, 4m. 1-5s.; Hanson, second; Brown, third; Morrell, fourth; Brown, who was leg-weary with much riding, fell off his wheel at the finish of the race.

At Spring Games of Montreal A. A., Cote St. Antoine Grounds, June 1: One-mile bicycle handicap, W. H. C. Mussen, Montreal Bicycle Club, 10 seconds, first, in 3m. 22 3-5s.; J. H. Robertson, Montreal B. C., scratch, second. Three-mile bicycle handicap, J. H. Robertson, Montreal Bicycle Club, scratch, first, in 9m. 56s.; W. H. C. Mussen, Montreal B. C., 25 seconds, second.

## RACES AT LANCASTER, PA., JULY 4th.

The Bicycle Club of Lancaster, Pa., issue an attractive programme of races to be run off at McGrann's Park, July 4. Entries close July 1 at 12 M., with H. M. Griel, Lancaster. Everything has been well arranged for comfort and convenience of racing men and the track put in good shape. Reduced rates have been secured at the American, Stevens and Lancaster hotels, and railroads carry wheelmen at special figures. Following is a list of events to be contested. Wheelmen will note that two State championships have been allotted Lancaster instead of one, as at first announced.

## MORNING RACES, 10 O'CLOCK SHARP:

Half-mile Boys' Safety.—Boys under 16 years.  
One-mile—Novice.—Open.  
Two-mile Safety.—Open.  
One-mile Ordinary.—Open to boys under 16 years.  
One-mile.—Open. State L. A. W. Championship.

## FANCY RIDING.

Two-mile Lancaster County Championship.—Open to all amateur wheelmen in the County.  
One-mile Club Safety. Open to Club Members only.

## AFTERNOON RACES, 2.30 SHARP.

One-mile—Flying Start.—Open.  
Half-mile Dash.—Open. L. A. W. Championship event.  
Two-mile Club Handicap.—(Safeties barred.) Open to Club Members only.  
One-mile Tandem Safety.—Open.  
Half-mile Club—Novice.—Open to Club Members only.  
Two-mile.—Open.

## FANCY RIDING.

Half-mile "Hands-Off."—Open.  
Three-mile Lap Race.—Open.  
One-mile—"Consolation."

## EUROPEAN RACING NOTES.

At the North of Ireland Cycling Club's sports on June 1 the 5-mile bicycle championship of Ireland was won by Arthur Du Cros, in the time of 20m. 13 2-5s.

At the Bath (England) Road Club's 25-mile race, June 1, the winner, P. T. Pyne, 5m. handicap, covered the distance in 1h. 27m. 23s., on a "Farrington" ordinary. The rider placed at scratch, P. C. Wilson, bestrode a "Premier" safety, and covered the distance in 1h. 23m. 41s. The road was in excellent condition, but a strong headwind prevented faster time being made. Seven safeties competed against two ordinaries and one tricycle.

West, the one-legged champion, won the mile professional handicap at Coventry June 1 from the 295-yard mark in the brilliant time of 2m. 33 1-5s.

## RECORD BREAKING IN SCOTLAND.

On May 30, at the meet of the Bellahouston and Cathkin Cycling Clubs, Mr. J. E. Young established the Scotch safety records for the distances of quarter, half, three-quarters and whole mile, as well as two and three miles. Following are the times: Quarter-mile, 41 2-5s.; half-mile, 1m. 22 2-5s.; three-quarters, 2m. 7s.; one-mile, 2m. 51 2-5s.; three miles, 9m. 17s. In the half-mile ordinary handicap, M. Bruce made a new record for that distance, and established a record for the starting quarter in the final of the half-mile after having made a record for the flying quarter in his heat. The Scotch ordinary records now read: Standing: quarter-mile, 39 4-5s.; half-mile, 1m. 30 3-5s. Flying: quarter, 39 3-5s. As the track was not in first-class condition and Bruce rode a strange machine, much better things may be expected from him in future. A praiseworthy feature of this meet was the fact that it was concluded within five minutes of the time allotted. We fancy that fact alone would give a claim for "record." An attendance of some 2,000 gladdened the hearts of the managers.

At athletic games of the Schuylkill Navy, June 8: Two-mile bicycle handicap, W. W. Taxis, Philadelphia, 150 yards, first, in 5m. 55 1-5s.; G. M. Gregg, W. A. C., 220 yards, second. One-mile bicycle match, J. J. Bradley, South End W., first, in 3m. 17 4-5s.; J. H. Draper, Penn. B. C., second, by 15 yards.

Fifth Annual Games of Adelphi Academy, Brooklyn, L. I., June 7: One-mile bicycle handicap, H. L. Pratt, '93, 60 yards, first, in 3m. 58s.; F. M. Belden, 150 yards, second, in 3m. 38 1-5s.

The Buffalo police are anxiously looking for a quartette of girls who rented two tricycles of the Misses Ducker, of Niagara Street, the morning of June 10. The girls have not yet brought them back.

At the inter-scholastic tournament between Philips, Exeter and Andover Academies, June 12, one of the six out of nine events won by Andover was the 1-mile bicycle. Hallock took that in the time of 3m. 18 3-5s.

The 1-mile bicycle race at Macalester College Sports, June 10, in Macalester, Minn., was won by W. P. Kirkwood, in 3m. 43s.

In the Manual Training School sports held at the University Grounds, June 4, the 1-mile bicycle was won by W. A. Scott, in 3m. 34s.



## "SURVIVOR" ON THE GREAT CENTURY RUN.

Was there much fun in the G. C. R.? Well, I should smile. From the time the first man touched off De Graff's ear-splitting dog scarer in the wheel room of the Mountain House, on Friday evening, until the last man housed his wheel at the Century Club in Philadelphia, there was fun all the time. Some of the boys in "41" kept things moving from midnight until after 2 A. M., then shortly after 3, our bugler sounded the *reveille*, and the day commenced. Breakfast, then the start at 4.30 with a good pace through Newark and Elizabeth, and on to Plainfield, DeGraff scoring a point on a dog near Newark with that screamer of his, and our bugler making the dull morning resound with merry calls, assisted by the "silent" ratchet on a Star.

We made Plainfield, after a run of a few miles over a road, the superb surface of which gave opportunity to those in the rear to enjoy a scorch, the only chance of the day.

From Plainfield to New Brunswick there was a tough road, and the rising wind in our faces, made the going slow, and the arrival at Rutgers College, straggling.

From New Brunswick on to Philadelphia we practically rode sidepaths, the ordinary wheels here showing their superiority over the safeties for work in narrow sandy paths. The Tandem Safety with its light weight team, being handicapped by side slipping and the difficulty of managing so long a wheel in narrow paths.

The sight was strange as well as beautiful, the line stretching out in single file until each end was lost in a turn of the road, it seemed a huge snake, ever writhing and twisting, and ever moving onward. On and on to Trenton, the distance from Princeton to Trenton being over a very poor road that caused the line to break and most of us to enter a go-as-you-please, that brought us to Trenton with an interval of about half an hour between the leaders and the stragglers.

A fine dinner at Trenton put new life into the tired muscles of those who, taking the trip without sufficient training, felt in their triceps the rebellion of tired nature.

Here, after dinner, the party adjourned to the Court House, with which building as a background our party was photographed, thus perpetuating our impressions of the faces of the participants.

Now let my little growl be heard. How much better as a souvenir it would have been if only the Century Run men had been in the photo instead of including the Trenton men!

From Trenton to Holmesburg, more sidepaths and warmer weather. At Holmesburg the Philadelphia contingent gave us a rousing reception. Apropos of which, the attentions paid to the lady who came through, formed not the least pleasant feature of the run. Commencing at Kingston, repeated at Princeton, supplemented there by a rousing cheer from some college men, all former cheers paled in comparison with the one let loose at Trenton, as the tandem hove in sight at the Court House. Even the "Rah, Rah, Rah, Pennsylvania," at Holmesburg, must take a back seat to that Trenton howl.

It seems to the writer that the committee have not received sufficient praise for the magnificent way in which the run was planned and carried through. Boys, we owe 'em a debt of gratitude.

The Ramblers, of Buffalo, made a Century on Decoration Day, and speak of "the Spartan Eight" having made the run in the elapsed time of about fifteen hours thirty minutes, with a total riding time of between nine and ten hours, and consider it a scorch. The Orange Century was completed in fifteen hours fifteen minutes, elapsed time, at a steady pace all day, no extended rests except at dinner time, and I will wager that our forty-six who finished were more fresh than the eight of the Buffalo men.

For a long run a steady pace is better than a scorch and then a rest, indefinitely continued.

SURVIVOR.

### GREAT CENTURY RUN NOTES.

Mr. Clarke writes us that Mr. R. F. Hibson, K. C. W. did not finish the run, but "trained" from Westfield to Trenton. Mr. Uhl, of Newark, finished the run. The small cash surplus left in the hands of the Committee of Arrangements has been expended for one of the memento pins of the run, done in gold, which is to be presented to Miss Welch, of Germantown, in appreciation of her plucky ride. Miss Maud Eisinger, credited to the Harlem Wheelmen, should be "unattached."

## BUFFALO BICYCLE CLUB.

The regular monthly meeting of the Buffalo Bicycle Club was held at their club-houss on June 10. Seven application for membership were received and favorably acted upon.

The committee on ways and means presented a proposition giving a member six years' membership in the club upon payment of \$50, which was adopted and a committee of three appointed to carry out the provisions of the same.

The club took a decided stand on the question of fast riding and coasting on the crowded asphalt streets, and defined its position by adopting the following preamble and resolution offered by W. S. Jenkins, chairman of the rights and privileges committee of the New York State Division L. A. W.:

*Whereas*, It is becoming a common practice for many wheelmen in this city, in utter disregard of the city ordinance to ride at a very rapid pace, much in excess of the rate of speed permitted by such ordinances, and to coast upon streets which are in constant use by other vehicles, and by pedestrians, to the great danger of life and limb; and

*Whereas*, Such practices should be discountenanced by all good citizens, and especially by wheelmen who have at heart the best interests of wheeling and do not desire to see it brought into disrepute; therefore

*Resolved*, That the Buffalo Bicycle Club express their thorough disapproval of such practices, whether upon the part of members or others.

The nomination of Mr. W. S. Bull of the club, for election as chief consul, New York State Division L. A. W. was, upon motion of Dr. C. S. Butler, L. A. W., representative, unanimously endorsed, and his election recommended to all wheelmen throughout the State. Mr. Bull is at present acting chief consul and doing yeoman service for the league.

A communication was received from the Pennsylvania Railway Company naming a rate of a fare and a third to Hagerstown, Md., on the occasion of the L. A. W. meet on July 2d-4th and offering Pullman accommodations if a party of 20 or more went, bicycles carried free.

## CLUB DOINGS AT PITTSBURG, PA.

The East End Gymnastic Club met on last Monday evening and decided that they could not accept the proposition for amalgamation with the Keystone Club, as proposed. There was a stormy debate on the subject, and the failure of the scheme may properly be laid to internecine differences of the first mentioned organization. While the matter is one for regret by members of both clubs having the best interests of their organizations at heart, it may lead to good in the end—an organization of local wheel clubs that would of itself be strong enough to erect a club-house and attain a membership that would in a few years outrank many of those that have become famous in other cities. The Keystone Club should not be misunderstood in their action with a view toward uniting with the Gymnastic Club. The proposition came from officers of the latter club, and was repeatedly made during the past two years, and finally decided favorably upon by the keystones. Then, in order to facilitate matters, a formal proposition was presented to the Gymnastic Club to join under certain conditions, which proposition was rejected at the last club meeting, owing to some of the conditions not meeting with their approval.

## CONNECTICUT'S COMING MEET.

A joint meeting of the Bridgeport Wheel Club and the Rambler Wheelmen to make arrangements for the coming meet of the Connecticut Division, L. A. W., was held, June 14, at the rooms of the former club in the Studio Building. C. E. Moore, Consul of Bridgeport, presided, and W. Shelton Stevenson acted as secretary. It was decided that the meet should be held in Bridgeport, on Monday, July 8. The following were appointed a committee to receive subscriptions to defray the expense of the meeting: George Fryer, H. B. Morris and W. H. Horr, of the Bridgeport Wheel Club, and S. J. Wakelee, C. A. Read and F. Atwater, of the Rambling Wheelmen. The entertainment committee appointed were: William Healy and W. M. Richardson, of the Bridgeport Wheel Club, and Frank Goodsell and W. P. Hopkins, of the Rambling Wheelmen.

At Fourth Annual Spring Sports of Cathedral School of St. Paul's A. A., Garden City, L. I., the 1-mile bicycle was taken by O. Cohnfeld, in 3m. 33 $\frac{1}{4}$ s.; A. H. Cassebeer, second.

## TROY BICYCLE CLUB'S EIGHTH ANNUAL PARADE.

The annual parade of the Troy Bicycle Club occurred June 6. The members, together with a delegation from the Albany Bicycle Club under Captain Simmons and one from the Albany Wheelmen under Captain Elmer Irving, left the club house and proceeded over the line of march published recently. After the parade, the club and its invited guests, numbering about 200, sat down to a spread which was furnished in elegant style by R. C. Kruger. Four large tables were loaded down with an endless supply of good things to which every one did ample justice.

Orange S. Ingram acted as master of ceremonies and made the address of welcome. Joseph C. McClellan, President of the Albany Wheelmen, responded on behalf of his club and Dr. Adams on behalf of the Albany Bicycle Club. Dr. Marsh made a happy and clever response to the toast "The ladies." Tobias S. Heister rendered a tenor solo in a pleasing manner. Captain Hanley and Louis Herman gave an exhibition of fencing. The R. P. I. Banjo Club was heard with pleasure in several selections as was also the T. B. C. glee club.

Captain P. F. Hanley was chairman of the committee of arrangements. The affair passed off very pleasantly and everybody was well pleased. The Albany boys took the 11 o'clock local for home, being escorted to the depot by the Trojans.

ORNH QBA.

## HARVARD'S HANDICAP ROAD RACE.

The handicap race of the Harvard Bicycle Club six times around Chestnut Hill reservoir, distance seven miles, was run off June 15. Soon after the men were started it was evident that the scratch men had been too heavily handicapped. Although they rode very fast they were three-quarters of a mile behind the winner at the finish. On the third lap Greenleaf, entirely through his own carelessness, fell over Davis' little wheel, but was on his machine again instantly. Davis dismounted and waited until Greenleaf remounted, not wishing to take advantage of Greenleaf's carelessness. Seven men started and six finished in the following order:

Position.	Handicap.	Actual time.
1. Barron, '91.....	3 $\frac{1}{2}$ m.	23 51
2. Holmes, '92.....	3 $\frac{1}{2}$ m.	24 17 $\frac{1}{2}$
3. Spencer, '90.....	5m.	26 19 $\frac{1}{4}$
4. Rodeman.....	5m.	27 16
5. Greenleaf, '92.....	Scratch	28 03 $\frac{3}{4}$
6. Davis, '91.....	Scratch	28 13

The race between Greenleaf and Davis was very interesting. Davis began to increase his speed on the backstretch, but Greenleaf stuck to him, and a third of a mile from home put on a tremendous spurt, and finished a hundred yards ahead.

Barron is a remarkably good man. His time was not much slower than Greenleaf's although he rode a heavy Expert an inch too large for him. K. Brown, '91, refereed the race.

## ROAD RACING AT NEW ORLEANS.

Only Frederic, Sprigg, Harris and Grevot contested in the race for the Batson medal, June 9.

The road was in poor condition, being several inches deep in dust, and fast time was out of question. W. C. Grevot, with a start of fifty seconds, did some good riding and finished first, doing the three miles in 13m. 25s.; B. M. Sprigg, scratch, second, in 12m. 55s.; A. B. Harris, 2m. 20s., third; L. J. Frederic, 30s., took a tumble, and was buried out of sight in the dust.

## ANSWERS TO CORRESPONDENCE.

H. M. G.—Don't know address of Barber, fancy rider. Will some one please send it?  
S. B. S.—Write F. L. Olmstead personally.  
W. L. R.—Yes. Eagle is a high grade wheel; easy on hills, fast on level; very safe.  
J. G. B.—The winner of the road race rode a Victor. The fastest time was made on a Champion. Of the first ten wheels home six were Victors.  
E. L.—Julius Wilcox, 33 Murray Street, New York City.

On June 6, at the University of Vermont A. A.'s games in Burlington, Vt., the quarter-mile bicycle was won by V. O. Whitcomb, in 59 $\frac{3}{4}$ s.



## 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, GEO. M. NISBETT,  
 50 Wall Street, New York City. Executive and Finance  
 Committee, W. S. BULL, M. H. BRIDGMAN, DR. GEORGE E.  
 BLACKHAM, Dunkirk, N. Y.

## NEW YORK STATE DIVISION—CONSULS AND HOTELS.

## LIST No. 3.

PLACE.	CONSULS.	HOTELS.
Albany.....		Globe Hotel.
Caledonia.....		Annin's Trout Ponds
Lewiston.....		Waggoner Hotel.
Rosburgh.....	J. Willis Stockwell.	
Salamanca.....		Dudley House.
Schenectady.....	Ed. L. Davis.	Carley House.
Upper Red Hook.....		Park Hotel.
Yonkers.....		Getty House.

W. S. BULL, Chief Consul.

BUFFALO, N. Y., June 15, 1889.

## KINGS COUNTY WHEELMEN'S LANTERN PARADE.

## TO THE EDITOR OF THE WHEEL:

The Annual Lantern Parade of the King's County Wheelmen will take place Thursday evening, June 27. Assemble at Bedford Avenue and Brevoort Place, opposite the clubhouse, at 8:15, start at 9 o'clock sharp. Route, Bedford Avenue to fountain at lower end of avenue and counter-march to clubhouse, where refreshments and a little musical and literary entertainment will be given. All the local clubs will be invited, and through your paper we wish to extend an invitation to the "unattached." We want them all to join in and help to make this the largest parade ever held. Very truly yours,

W. C. MARION, Jr., Capt.

In case of rain the parade will take place the following night.

## GOOD ADVICE TO MONMOUTH CO.

The new road law which permits the county freeholders to improve highways should be utilized by the county of Monmouth for a boulevard from Red Bank to the Manasquan River bridge by way of Sea Bright and the coast. A portion of the present road is in excellent condition, but there are long stretches that should be improved into thorough condition. The vast increase in the valuations of this part of Monmouth County by the erection of cottages, hotels and stores, designed almost exclusively for summer residents, would warrant the expenditure of the money necessary for the high way, and it would prove an unequalled blessing to all affected. The resorts need this bond to achieve the perfect prosperity which their advantages merit.—*Newark Sunday Call.*

## THANKS TO ALDERMAN STORM.

## F. P. PRIAL:

In reply to yours of June 8: After a long fight I am glad to say that I have at last succeeded in my endeavors to have Madison Avenue paved with asphalt. It takes in all of Madison Avenue from Thirty-second Street to Fifty-eighth Street, and through Fifty-eighth Street to Fifth Avenue, with the exception of the two hills on Madison Avenue—viz, from Thirty-third Street to Thirty-sixth Street, and from Forty-first Street to Forty-second Street. I am, however, trying to arrange for a noiseless pavement which will be practical on those hills. The resolution providing for the foregoing work passed the Board of Aldermen June 4, and was signed by the Mayor June 11, so that I trust the work will be done this summer.

WALTON STORM.

## GOOD WORK IN UNION CO., N. J.

At a meeting of the Board of Freeholders, held May 29, in Elizabeth, it was resolved that the County road leading from the junction of Morris turnpike and Springfield Avenue through Summit and New Providence townships to South Street in New Providence, should be graded and paved with either Telford or Macadam. This resolution was unanimously passed by the board and a vote taken to increase the width to sixteen feet in all practicable places. Committees of five on each of the roads between Elizabeth and Rahway, and Elizabeth and New Providence were appointed, and a committee of six on the road between Elizabeth and Plainfield. The duties of these committees are to act in co-operation with the engineers in laying out and improving these roads under the County law act.

At a later meeting on June 6, it was resolved and unanimously adopted, that all roads heretofore known as County roads be graded and paved with Telford or Macadam, the width to be increased to sixteen feet wherever possible. On these actions, which will have the hearty commendation of all using the highways and wishing for good roads, the *Westfield Standard* comments as follows:

"The most important step ever yet taken by the progressive citizens of Union County is that of securing good county roads. The Board of Freeholders are at work in good earnest, getting ready to make the roads. The body moves slowly, some think, but large bodies are proverbial in slow locomotion. Especially is it true when the enterprise is great. We want the roads to use and we want them right off. As things look now, we are to have them. It is the favorable season now to work and build roads. Twice or three times as much can be accomplished in the cool, moist weather of May and June as in the hot, dry months of July and August. On the score of economy as well as need, we would speed the surveyor and the committee. The road from Westfield to Rahway could and ought to be half done by the 4th of July. What do you say, chosen freeholders of Rahway, of Union, of Westfield? Will you complete your county road from Westfield to Rahway and do it right off?"

With the press of the State alive to the needs and ready to urge on the good work, New Jersey should soon be famed as the small State with the best roads in the country.

## BICYCLE RACES AT NEW ORLEANS IN SEPTEMBER.

Grand preparations are being made by the wheelmen of New Orleans for a grand race meet to be held some time in September. There will be some fifty or sixty entries and complimentary tickets will be issued to friends of the wheelmen.

Among the great events will be the 5-mile L. A. W. championship of the United States, open to all riders in the United States who are members of the L. A. W., which organization now numbers over 12,000.

The programme is very interesting and consists of the following events:

Novice race for bicycles, 1-mile dash, open to L. A. W. members; 5-mile championship of the United States, open to L. A. W. members; half-mile dash, for boys sixteen years and under (mixed race); 1-mile State championship of Louisiana (Louisiana members only); slow race, 100 yards (mixed), open to L. A. W. members; Louisiana Club championship, 1 mile dash; 1-mile dash, open for safeties only, to L. A. W. members; New Orleans Bicycle Club championship, 1-mile dash; run and ride race, half-mile (mixed race), L. A. W. members; lap race, 2½-mile (mixed race), open to L. A. W. members; consolation race, 1-mile dash (mixed), open to riders who have not won at this meeting. These races will be run about the 14th of September and will commence at 2 P. M. Entries will be open with Ridgley P. Randall, Esq., on August 1. Fifty cents for each entry.

From the former race meets and the early work commenced by the energetic Racing Board there is every reason to believe that the meeting this year will be the grandest ever held here.

Later on the prizes and date of meeting will be announced.

Charles Schwalbach, the well-known bicyclist and dealer, has secured the spacious Fifth Avenue Casino building and will open a wheeling school. Competent instruction will be given in both tricycling and bicycling. This place will be the largest of its kind in the world, and will be opened on Monday at 1 P. M. until 5 P. M. The regular hours after Monday will be 9 to 12 M., 1 to 5 P. M. and 7 to 9 P. M., Sundays excepted. Next Saturday he will give a series of races by the members of the different clubs of Brooklyn. A band of music will also be in attendance.

## PIONEER'S PENCILINGS.

Please allow me to say a few words in your interesting ladies' column about a trip which I enjoyed on Sunday, June 1, in company with a gentleman friend.

It was a beautiful morning and the sun shone brightly while a lovely blue sky looked down upon us in smile. That seemed to say, "Another sunny day has greeted thee, where is thy nature's helpmate." Said I to my companion, "Let us take our latest and dearest friends, our safeties, and have a country run," and he quickly responded, "Yes."

Part of our trip was very romantic, on account of the hills we climbed and the incidents that happened, while during the other portion of the trip we witnessed very deplorable sights.

Our trip was to Cabin John Bridge, taking the way of Chain Bridge Road, this being more desirable on account of the flood which had taken place, and which we wished to see.

We had not gone a great distance when the Potomac River came in view, and in such a furious state that it was indescribable. From Little Falls to Chain Bridge the river presented a picture of wild devastation, while at the bridge it looked like Niagara Whirlpool. Here we spent some time. Before our departure I counted eighteen wheelmen who had come the same way to see the destruction the mighty waters had wrought.

This Chain Bridge Road which we had selected was extraordinarily rough, and several forced dismounts were taken. One wheelman, on an upright, had a queer fall, though he quickly picked himself up, and only laughed at the peculiar manner in which he dismounted, his foot catching between the handle-bar and the brake lever. After spending some time at this place, we concluded it not best to tarry longer, for we had yet four miles before reaching our destination. We had not gone far when we discovered that the road that leads to Cabin John Bridge had been destroyed by the flood, and a moment later, a farmer with a husky voice shouted out, "You can't go any further that way!" So what were we to do? Well, the only resource we had was to climb a cliff a hundred feet high. It was some time before I could get courage enough to do this; but I could not entertain the idea of going back to where we had started from, so finally decided I would attempt it. We had some wading to do before we could get to this massive rock, but it seemed only a short time when we were half way up. Here we encountered a ravine, the only way across which was by means of a plank, consequently we had to carry our bicycles across. Lucky for us they were not tricycles, and before we could realize it we were on the mountain top. I assure you, reader, this was adventuresome but romantic.

We soon found a spring and quickly refreshed ourselves with its cooling waters. "Is there a cup here?" asked I of a lady who was stooping over, evidently trying to get a drink. "No," was her quick reply, "No silver cups on this occasion."

In half an hour we once more found ourselves gliding swiftly along on beautiful roads, and soon made the balance of the way. We met twenty-six Baltimoreans, accompanied by eleven members of the W. C. C. of our city and many more wheelmen. I presume we met upwards of a hundred before returning home.

When we reached our destination, as our appetites had increased rapidly, we felt it a necessity to partake of a lunch. On this, like all other occasions when out with my bicycle, I never fail to have a good appetite, and never have to go far before I am ready for lunch. Oh! why are the ladies so long making up their minds to be bicycle riders, and at this late day too? Since we can take the two-wheeler, we need not wait for a companion to have some one to assist us up the hills, as in former years when we poor mortals had to propel a tricycle twice our weight. When I think it over, I wonder we have so many tricycle riders as we do, for I have often heard ladies say: "I should like to go much oftener, only it is mortifying to ask your escort to do all the work. When ascending a hill, and you know a girl don't like to acknowledge she is tired. While, on the other hand, the boys will complain to their sisters when they come in from a long tricycle ride that they had to do all the work, and say, 'Oh! she is not much help in climbing hills, and you know how heavy Miss So-and-So is.'"



I understand it all, I have had the same experience.

Well, as I said before, we satisfied our appetites and were ready for the return home, which was made in a short time.

On reaching Pennsylvania Avenue, we thought we would go to the Capitol to see what harm the flood had done, and, in order to do this, had to ride through four inches of water at one place. I believe I am the first lady rider that ventured to do that. We also saw people boating on the avenue, which was a novel sight.

At 9:15 P.M. we arrived home, and I assure you were glad of it for we had experienced quite an exciting, yet interesting day.

I am waiting most anxiously to see the ladies take to two-wheelers, and, if they will, they cannot help enjoying themselves as I do.

I trust the future will be a splendid field for the ladies' safeties, and our health and happiness will increase.

Faternally yours,

PIONEER, 18,123.

Washington, D. C., June 1, 1889.

### PSYCHE'S ADVICE.

DEAR EDITOR:

I have been long wanting to give my fellow riders a little piece of advice, and hope they will take it in good part. I notice so many wheelwomen who would look incomparably better on their wheels, and gain in power and ease too, if they would turn their toes in more, their heels out, and keep their knees together.

It gives one a very bow-legged feeling at first, but you get accustomed to it very soon and wonder that you ever rode in any other position. I don't mean to really assume a pigeon-toed position. Everyone as a child is taught to turn their toes out, and instead of presenting our feet straight as Indians and all people in a natural state do, we civilized people walk along with our feet broadside on, more or less. In wheeling get back to a state of nature in that respect, and you will save the leather of your shoes if they are high and the skin of your ankles if they are low many a tear-compelling rub.

There would be many more graceful riders if more attention was paid to ankle motion. So many ride with rigid ankles. This, of course, makes the knee motion very apparent and the rider very unsightly.

Another point. Why not use short cranks for city and easy riding?

They do away with much of the unsightly knee motion, and short cranks are very nearly as easy to ride with unless you have some hard work to do.

One more thing: have your machine perfectly adjusted to your personal and individual needs. Never ride with your handle-bar so high as to make you take the position of looking over a fence, nor so low as to pull you forward and make you round shouldered. The proper position is so that your arms are naturally before you, a little extended. No two persons that I ever saw or heard of could fit the same machine, and I think it a perfectly safe thing to say that no two persons can ever ride one machine with an equal degree of comfort. The bicyclist has not tasted the complete joy of his or her wheel till it has become a complimentary part of its rider.

One more "don't." *Don't* ride with your elbows out. It looks ungraceful, narrows your chest, partially destroying the benefit you ought to derive from your exercise in the fresh air.

To avoid this don't ride a machine whose construction is such that the handle-bar's position makes you reach out in front instead of down.

PSYCHE.

### THE "VICTOR" IN SCOTLAND.

We had a call on Monday last from Mr. Otto C. Nussle, of Walnut, Ill., U.S.A. This gentleman is one of the American cycle tourists at present in England. He followed by a later steamer, and shows his good sense by deciding to see at least a portion of "Caledonia stern and wild" ere he returns home. He intends visiting the Trossachs via Loch Lomond, then Stirling and Edinburgh, and, if time permits, Yarrowdale, joining his compatriots in London. His mount is a "Victor" safety, made by the Overman Wheel Co., Boston, with anti-vibrating front forks, 30-inch tangent wheels, curved diamond frame, spade handles, ball-socket steering, back-wheel brake and enamelled dull black. As is usual with all American goods, there are a number of intricacies which are absent from our own makes, but it looks and feels a good, strong machine, though a trifle weighty for its breadth of tire.—*Scottish Cyclist* of June 5.

Bert Owen, of the Capitol Cycle Co., was in town on Sunday, leaving in the evening for Boston. His Psychos are going well all over the country, especially in the metropolitan district.

### K. C. W. NOTES.

The Kings Co. Wheelmen "racing team" is made up of some of the most forward young men of my acquaintance; they are continually pushing themselves to the front much to the annoyance of their more modest competitors. On Wednesday the 12th inst., F. G. Brown finished first in the two-mile A. A. U. championship, defeating the champion W. E. Crist. Not satisfied with this, he goes to Huntington, L. I., on the 13th, and there takes three firsts, while his clubmates, W. F. and Chas. Murphy, win one first, two seconds and one second respectively. Then came the L. I. W. meet, on the 15th: here the Kings County won six firsts and three seconds out of a possible seven firsts and six seconds. Last week's score for the boys of the Kings County stands: Eleven firsts out of a possible twelve and six seconds out of eleven, and in two of these races but one K. C. W. man started.

The weather clerk did his best to spoil the Long Island games, but he refused to be subdued, and at 4 o'clock the first race on the program—the 1-mile novice, open—was started. Ferd Hesse in this race showed, to the observing ones, what might be expected from him, for he had more of the style of a "vet" than a novice, and future events showed his ability equal to his style. As the regular correspondent of THE WHEEL was at the games I will not go into detail, but cannot pass by that relay race. The Brooklyn's team was under the colors of Berkeley, so but three teams came to the scratch: L. I. W., Berkeley and K. C. W. Kings County rode with a vim that set their friends wild, and Brown won with a grand spurt. For a few minutes after the finish pandemonium reigned, the Brooklyn's and Kings County striving to out-do each other in cheers for the victors. Wm. Murphy's last lap on the safety was well worth seeing. A seventy-five inch gear sounds high, but William arrived there with it. Schumacher was just a shade too rapid for Miles in the 3-mile, but it was a good race, and the only open event we did not win.

The Long Island's programme was one of the neatest I have yet seen. One can look over it with pleasure, the sketches being far more attractive to the eye than the monotonous "ads." that usually surround the list of events.

That water set is quite an addition to our "club trophies," which I think, rival in number and value, those of any other club in the country.

Brown's striving to ride in every event on the card proved too much for him and his final collapse will, we all hope, prove a good lesson. A man who admits he has no staying power, and who has only lately tried to develop a spurt should know that several hard races through the mud and rain would prove more than he could stand. If Mr. B. will read "Hints on Cycling" by A. B. Barkman, he will there find excellent advice, which, if followed, will put him in far better condition than he now is.

If the boys do half as well at their own Meet on the 28th and 29th, we will be satisfied. There is one event they are bound to win, *z. e.*, the "club championship." Who will be the victor is the question, but if I may be permitted I should like to predict a surprise.

It seems an odd idea to have to win a championship trophy twice in succession, but that is the case with the five-mile championship of K. C. W. for the "Advertisement Cup."

Everyone is looking forward to a fine time on Sunday next, when the club has what is termed a picnic run to "Lake Success." The memory of the last event is still fresh in the minds of those so fortunate as to attend, and the outlook for a large attendance is very promising. The man with the white horse has promised *not* to be present, so no accidents need be feared.

Gene Valentine won the cycle event at "Traver's Island" on the 15th, adding one more to our score.

RAM LAL.

Brooklyn, N. Y., June 20, 1889.

### ST. LOUIS.

"One woe doth tread upon another's heels, so fast they follow." No sooner is the Rule 8 matter disposed of than the announcement is made by one of the members of the House Committee that, in consequence of the action taken by the club on that question, he has declared a boycott on the billiard tables, and henceforth neither he nor his partisans will patronize the club tables. It is also rumored that he will resign his place on the House Committee, and, as if that were not enough, he will withdraw his support from the club entirely, resign his membership and join the Pastime Athletic Club. If there is anything else that he is going to do I have not heard of it. He says that since the club will not permit him to play billiards when he wants to play, he will not play when the club wants him to. This is undoubtedly his right, and no one will question it for a moment, but thinking members will ask how he can with decency hold an office in the club, charged with carrying out part of its management, and at the same time defiantly work against its interests. It is necessary to state that he was not elected to the office which he holds; he was appointed, and the President has the remedy in his hands, if he cares to do his plain duty in the premises. If he finds that he is not *en rapport* with the club in his conduct of the committee (and he ought to realize that fact by this time), he ought, in all fairness, make room for some one not built on so narrow a gauge. If it is his intention to coerce the club into his way of doing things, I feel perfectly safe in assuring him that he is doomed to failure. It is only just to say that the other members of the committee do not approve of his action; they say that it is foolish and prejudicial to the interests of the club, and this view of the case is shared by all true friends of the organization. Fortunately his influence in the club is *nil*, and the ball's continue to click merrily notwithstanding his pompous proclamation.

There is considerable dissatisfaction with the management of the new Track Association, and a meeting of the stockholders is to be held next Monday night to straighten matters out. There does not appear to be any system in the conduct of its affairs, and an effort will be made to locate the difficulty and if possible remedy it. The association can easily be made remunerative, but it will require careful, business-like management, something it has not heretofore had.

Brother Miles, in the last issue of the *Referee*, charges your correspondent with saying that the Chicago riders were afraid of the St. Louis men and refused on that account to let them in the Pullman race. "This is untrue," Your correspondent said nothing of the sort as Mr. Miles

can easily ascertain by a reference to his files. He has evidently got me mixed up with the *Bulletin* correspondent. The latter did say that one of our riders had told him that the Chicago men were afraid, but this was promptly denied by Captain Sanders himself, and by both "Stroller" and "Linneus." Then Mr. Miles goes on and gives what he calls a true history of the case. The only *true* history of the Pullman race, so far as St. Louis' connection with it is concerned, has been published in THE WHEEL. You will find that none of the others have the name blown in the bottle; they are spurious articles and the public is warned against them.

Great preparations are being made by the Seclia wheelmen for the entertainment of the State Meet July 3 and 4. A rate of one fare for the round trip from all points in Missouri has been obtained, and the indications now point to a large attendance. The race will be interesting, judging from the number of entries that have been made, and there will be a big delegation from here.

Jno. Greathouse will not steal any more bicycles for awhile. He filched one from S. C. Cabanne and got a sentence of three years in the penitentiary. A few convictions of that sort will soon stop bicycle thieving.

ITHURIEL.

### MARYLAND.

A bicycle club has been formed at Relay Station with fifteen members.

About twenty members spent last Saturday at their ducking shore at Middle River, several visitors from out of town accompanying them.

### LEAGUE MEET NOTES.

The *Sunday Herald*, of the 16th inst. says that "there are very pronounced indications of a big kick about the mailing list, and indeed there would seem to be no good reason why this Division should be made or even asked to pay \$100 for such a thing. It is necessary that a copy of the official programme be sent to each member of the League, and to do this a list of the names and addresses of such members is, of course, necessary. Such a list must in the nature of things be in the possession of the publishers of the *Bulletin*, as it is the official organ of the League and goes to all the members; but as that paper is really a private enterprise, its publishers, perhaps, have a right to charge for a mailing list if they see fit. They must get their list, however, from Secretary-Editor Bassett, who is paid, and well paid, too, for performing his duties. It is argued that one of these duties should be to furnish a list of the members of the League to the Division, which, in such a case as the present, offers to entertain them all if they will come to the Meet, and which wants to send each one an invitation anyhow. By what authority he makes it necessary for such a Division to pay a comparative outsider a round sum for such a necessity is an interesting question which is likely to be inquired into. [The authority Secretary-Editor Bassett acts under is that of the Executive Committee of the L. A. W., it being embodied in the by-laws, and he himself is unable to change the rule.—*EN. THE WHEEL*.] As the case now stands, it seems that the contract with the *Bulletin* to furnish the list was made by the old officers of the League, and that President Luscomb, feeling his hands tied, has done the best he could by himself paying the money, which the Division is to return if there are any funds left after the expenses of the Meet are paid."

The race-course on the Fair Grounds received last week the first touches of preparation for the festivities of the Fourth of July. The grand stand at the track seats 2,200 comfortably, and more stands are to be erected.

The Hagerstown Club are very proud of the triple-plated rolled gold pins presented to them by the Clark Cycle Co., of Baltimore.

The ladies of St. Paul's M. E. Church will serve refreshments in the old Post-Office room during the Meet.

The Hagerstown Club are drilling regularly every Monday and Friday evenings for the parade during the Meet.

BAV RIDGE.

### ERIE, PA.

The meets and runs this season have been few and far between on account of the abominable weather. There are no better roads in the country than in and about Erie, but even here they have been in a state of chronic mush a greater share of the time. If the dam-p weather ever does let up, there will be a general rejoicing in the ranks of wheelmen and wheelwomen of Erie. Yes, the ladies are getting the craze, too. Some four of them already have wheels and are doing credit to their sex, beside having lots of fun and exercise. One of them remarked to the writer recently that she had been both surprised and delighted at the general good-fellowship shown her by the wheelmen of Erie. She had been expecting ridicule at the very least, but the only dampers she had yet received had been from women and dogs. This was putting it a little strong, but I have no doubt she was in the main correct. Whether the cutting remarks that are showered upon Erie's pioneer wheelwomen by others of their own sex, are engendered by jealousy or whether they are the result of a disordered stomach, I am not prepared to say. I only know they are not in good taste.

Probably the great number of wheels in Erie is due to a considerable extent to the untiring zeal of Frank Fairbairn, the agent for this territory. He is not only a good salesman and a first-class judge of wheels, but he is a jolly fellow all around and a general favorite wherever known. To Mrs. Fairbairn belongs the honor of being the first lady bicyclist in the vicinity, and she rides, as she does everything else, gracefully and well.

Crawford finds his wheel quite indispensable to news-gathering, and manages to be in more places at once than any reporter ever did before, and that's saying considerable. But for thorough enjoyment I recommend you to McGill. "Don" can do anything but grow thin. May his shadow never grow less.

Erie, Pa., June 17, 1889.

### MAPS OF THE ORANGES.

We have several fine maps of the Orange riding district, compiled by Mr. Mead, of Newark. Distances, condition of roads, and points of interest are well defined on the maps. Price fifty cents.



## FRESH SUBJECTS FOR "COPY" AND "PARS."

The hearts of our English and Irish contemporaries must indeed be glad within them at the advent of Elwell's tourists. Not alone at the prospect of a chance to do them kindly courtesies, but at the thought that column after column of new "matter" can be furnished their hungry readers. In fact, they naively admit as much, as witness the frank confession of Mr. Baynham, of the cycling press, at the dinner tendered the "Yanks" in Dublin June 1:

Mr. Baynham said: Mr. Chairman and Gentleman—After the very able and eloquent remarks of my friend Mr. Low, I am afraid very little is left for me to say on this important subject (laughter). It is not every day that we have the opportunity of listening to an Englishman gifted with that natural eloquence which we think one of the characteristics of our own country. Therefore, I think that our worthy Chairman's exhortation to be brief will be accomplished by me. It was very good of you to honor us press men in this way. We are accustomed to this sort of thing, and it is no use. What we want is something to write about. We don't care what it is, but we want something. Your little peccadilloes, if you have any, are what we like. It's all very well to talk about virtues, but virtues make bad paragraphs. We like to get at your big sins; to catch you when you are not doing what is right; when you take the train at a time you ought to ride. Virtue is all very well in its way, but give me vice (oh)—good, hard vice. One cannot make more than a stickful out of virtue, but one can make a whole column out of vice. I do not think I need keep you any longer talking about the press. We want something to write about, and if you supply it we shall be most happy to receive it.—*Little Blue 'Un*.

If we were to give space to all the good things said at that dinner, both by our representatives and their entertainers, there would either be room for nothing else, or we should have to emulate the New York dailies and publish a "European edition." Suffice it to say that when it comes to speech-making, Messrs. Beale, Elwell, Reilly and others have shown they are fully able to sustain our reputation in that line.

It is a close race between *Bicycling News* and the *Irish Athletic and Cycling News* as to which shall furnish the most complete and original account of the tourists' doings. While on its native peat we think the latter paper leads, but when the Englishmen get our boys down on the Ripley Road, and give all their press men, ably aided by the pencil of Geo. Moore, a good chance, the result will be plainly seen. What the tourists think of their entertainers is shown in the letters from our two special correspondents, but how the visitors strike the wheelmen abroad the following clipping from "Scorcher's" writings in the *Little Blue 'Un* will show. It is of interest to all of us at home that know the tourists:

Such of the Yanks as I have met personally I found to be awfully decent and nice fellows. Beale is one of the right sort. He comes from Michigan, and tours till November, being only stopped from going on till December by the fact that there will be no place for him to go to. He takes in Russia and Siberia, and talks of returning through Ireland. He looks a likely man to find Stanley, has an eye for a pretty lass, keeps a real good weed and enjoys the distinction of being the youngest presidential elector in the States. P. Harvard Reilly I regard as a brother. He did not tell me why he dropped the "O," but this is his tenth visit to Ireland, and he is full of the most generous feelings and good wishes for our country and her people. Is the best-looking man in the crowd, in appearance more English than American, being quite as stout and comfortable-looking as Low himself. Makes a rattling speech, and is not above perpetrating a bull. Collins is an astute, and friend to Quinton, paragraphs concerning whom he carried about for years in his pocketbook. He showed me some of my Quintonian "pars," not knowing at the time that I was the distinguished author. Collins is a quiet, steady goer, and never keeps on eating prawns when he knows he has had enough. Low so took possession of Elwell that I could not get at him; however, I observed that he is a calm, placid man, with a great deal of go and energy hidden under an outer coating of undisturbable imperturbability never leaps until he has looked, and never looks except through spectacles. Has a fund of quiet humor, and can orate some very pretty compliments. From the little I saw of Higgins (the man who carries the till) I thought he was a jolly little devil. Palmer is a very quiet fellow, but another young fellow—a mere boy. Is quite Irish, you know, in everything but his guesses and calculations. A chaplain travels with the party, but while in Ireland he enjoyed a sinecure. "Faed," who is not proud of the cycling press, "did" Cork to Dublin for a couple of Saxon pints. Mr. Pennell, who indignantly denies that he belongs to the cycling press, travels for, I presume, *The Christian Herald*. He has been specially appointed to get the men to bed early, but up to Sunday morning had been a dismal failure in the office. Does not talk of resigning, but keeps on appealing to his constituents; looks clever—i.e. clever; a capital artist, with all the outer peculiarities of his tribe; wears whiskers which are a long way senior to his beard; also sports an unusually tight-fitting skin. The whole party are secretly bound to express astonishment at nothing. Amongst those who rode from Cork was Allport, who came as understudy to the chaplain by special invitation, his fame for administering spiritual comforts having long since penetrated to the States.

One more quotation from the same writer, who was present at the dinner and took a prominent part, and we are done:

I don't know whether the quantity we ate or what we drank or the amount we talked was the cause of it, but certain it is that there never was such a case of *tempus fugit* as there was at the dinner. Just fancy a dinner in Dublin with only one song! And yet it was half past twelve when we broke up. Beale, Reilly and Elwell made excellent speeches, as did Jameson, Tyner and Quinton for the other side. When I read the Centennial efforts of Chauncey M. Depew and Bishop Potter I knew that American orators still live to sway the world at their will, but I was not prepared to find that every American is an orator. They all are. Everyone of them that spoke on Saturday night scored any amount of runs off his own bat, and clean ran the Irishmen out. Let us hear no more blither about Irish eloquence.

We have a secret suspicion that the men who could have gone and didn't will go out and club themselves when they read of the good time these wheelmen have. Talk of triumphal processions! Barnum himself, in all his glory, simply "wouldn't be in it" with the American tourists.

## "JACK" FAVORABLY "SIZED UP."

If Purvis Bruce were not such a hardened dyed-in-the-wool newspaper man as to be beyond blushing, we feel sure the following paragraph, extracted from *Wheeling*, would cause a roseate flush to mantle that noble brow:

"*Pen and Pencil* has been giving Purvis Bruce some pleasant words and likens him to Byron in appearance. Curiously enough, when Bruce first came here he wore a flowing garment which W. McC. christened his "Childe Harold Cloak," and the chaff drove Bruce to divest himself of the cloak though we could never get his hair off. Here is what *Pen and Pencil* says of him: "Of rather a sarcastic turn of mind, and fond of sitting on the world's balcony and secretly laughing at the antics of the fools who pass below, he possesses at once a musical and a bitter pen—'bitter-sweet' in his nature with a dash of the Byronic disposition (which is strongly shown in his features, resembling Watteau's picture of the poet very strongly), he has a touch of velvet and iron in his writings, a dash of the man-of-the-world, of the free-thinker who must have proofs for belief, and yet a softness of heart almost approaching womanliness. An odd, likeable mixture of contradictions is J. Purvis Bruce. Mr. Purvis Bruce, besides being one of the acknowledged authorities on the cycle and its mechanism and purpose, is a facile writer on other subjects—especially those relating to life out of doors. Angling and shooting are subjects which under his treatment are well known to readers of papers devoted to these subjects."

## STILL IN BUSINESS AT THE OLD STAND.

ST. LOUIS, June 15, 1889.

MR. F. P. PRIAL, EDITOR THE WHEEL:

Dear Sir—At the last meeting of the Missouri Bicycle Club, held June 4, a resolution was passed that, owing to an article which appeared in *THE WHEEL* under date of June 17, written by "Ithuriel," your St. Louis correspondent, making several uncalled-for remarks about members of this club, the subscription of this club to your paper be discontinued.

Therefore, please discontinue same, and oblige

Yours truly,

J. B. S. LYNCH,

Sec'y.

[The "remarks" referred to appeared in the May 17th, not the June 17th, issue of *THE WHEEL*. Our correspondent described the May meeting of the Missouri Club, at which the question of Sunday billiard-playing was excitedly discussed. Our correspondent, being a man of discernment, naturally wished to know whether the club was going to be "run" by the House Committee or *vice versa*. When it was decided that billiards should not be toyed with on Sunday, one excited individual vowed that he *would* play, rule or no rule, and this vastly amused our correspondent, who, like a true journalist, put his amusement into print. The only uncalled-for remark we note is that the descriptive adjective "bow-legged" is applied to the excitable individual mentioned above. While we are willing to confess that the spectacle of any man shouting defiance to the club law is always amusing, it is doubly so when the defiance comes from a fellow who is both little and bow-legged; yet the adjective should not have been applied, because the curvature of one's bones is a thing quite beyond one's control.—Ed.]

## WATCHING THE LIONS AT THE CRYSTAL PALACE TRACK.

The world-famed Crystal Palace track is within an arrow's flight of my castle, and when the jigger is at the hospital, or my b—s want patching, or any other such obstacle deprives me of my usual evening ride, I just give orders to the watch to lower the drawbridge, and stroll across to have a look at the lions training.

The track is pretty nearly a perfect circle, three and a half laps to the mile; the surface is always kept in first-class order, and dries fairly quickly after rain. There is a well-appointed pavilion for the boys, and machines are also stored there, and the grand stand is well built and roofed. The greater part of the centre of the track is taken up by an ornamental piece of water, where ducks disport themselves, varying their aquatic exercise at times by a military march across the track at imminent risk of their lives. Over this water has been erected a large model of the new bridge now being built over the Thames, a pretty enough object in itself, but vexatiously situated, as it is impossible now to obtain a view of the whole track from any one point. The general surroundings (save for two modern absurdities, a couple of hideous toboggan slides) are pleasing in the extreme. Grassy banks slope down in all directions, on which the public congregate, and under the misapprehension that a race is going forward, encourage a safety rider with shouts of "Go it, little 'un," and bluntly inform another man, who is doing an "easy" after some fast laps, that in their opinion "he ain't no good." Trees meet the eye at every point, and on the evening breeze come scent of flowers and sound of music from the roseroy. It is a beautiful track, in a beautiful garden.

Having thus briefly described the cage, I will venture on a few personal, but, I trust not rude, remarks about the lions themselves.

Only one lady trains on the C. P. path, Mrs. Smith, who rides a tandem tricycle with her husband. She is a slightly built, small-featured, healthy and wiry-looking little woman, with a very quiet manner. Her speed and staying power, for a lady, is very remarkable, and she gets through a rare lot of work on path and road every season. Her worthy lord is also lightly built, and has a rather over-trained look about him; his crop of curly hair is particularly fine and large.

Adams is a man who is doing a rare lot of pedaling every evening. He rides an ordinary built by his own firm, and is a well-set, fair-complexioned man, with a merry face; when riding he crouches down to his work, and gives one the idea of being a stayer. Another hard worker is Adcock, a very powerful-looking fellow—in fact, he looks too heavy for path racing, and would, I should say, do better in a good, steady plug than a sprint. He is now (May) riding an ordinary. Few riders are more generally popular than Bramson, "Lord Bram," as the gang call him. To see the elegantly attired "Lord Bram," with his shining silk hat knowingly tilted over his right eye, lounging about the Crystal Palace with an air of "never exerted myself in my life, *deah bhoy*," and then to see him on his ordinary, straining every muscle of his long body, his parchment-like skin wrinkling on his thin face with determination, and sprinting with the best of the string, is a revelation, and a lesson not to judge by appearances.

The Dutchman, Scheltema-Bedoin, is a new comer; he has been training on a tricycle, but when I last saw him was mounted on an ordinary, in which elevated position he did not seem quite happy. He is strongly built, of medium height and has a great deal too much fat on him. He trains in gorgeous habiliments, bares his arms to the shoulders, and rides best on a heavy track. Of safety riders at the C. P., Edge, the Anerley B. C. man, is decidedly the best. He is a dark, good-looking young fellow, full of life, animation, light hearted and gay, has good broad shoulders but is very slight in the waist. He does not believe in killing himself whilst training; when racing, however, will use up his last ounce of strength if required, and rides with a good deal of judgment, and a pretty style, sitting far back and using his ankles a lot. To see him watching an opponent with side-long looks, of not exactly love, is a study. He is a first-class man on the tricycle. A brother of Edge's is a promising young lion in the tricycle way; he has come on the track this season and after



two evenings of watching him I will venture a prophecy that he will be heard of later on. An-nison is a curious-looking fellow on a safety; he is tall and has long legs—of course he wobbles horribly, and the whole show being top-heavy, his "croppers" are frequent.

Lacy Hillier, the old lion, is on the ground nearly every evening, timing and training the boys; he also trots out his ordinary at times to have a turn with the "young uns," riding with a good, steady swing, and holding his handles underneath, the palms of the hands being turned upwards. He is a big, athletic-looking man, makes himself very pleasant to the boys, and springs back after saying "go" to a flying start as if he had just escaped treading on a cobra.

But "the best of them all, the pick of the lot," is the clipper that rejoices in the name of Osmond. A very long, thin man, clad in tight-fitting chocolate-colored garments, a small, clean-shaved, delicate-looking face, a quiet, subdued voice, a rather serious expression and a manner utterly destitute of the slightest suspicion of bounce; in short, a gentleman, such is Osmond, the best man in a handicap in the world. To see him ride is grand. He crouches on his long ordinary, his long back arched up, his head low, brow knitted, mouth slightly open, his thin face cutting the air like a greyhound. The machine is forced shrieking along by his great powerful legs, the backbone bends backwards and forwards with the strain, on he flies resistless, as an eagle swoops down on his prey. Osmond, like Edge, has brought a brother out this year: the youngster has a good deal of his brother's style; whether he has his powers, judgment and heart remains to be proven. This concludes the list of old and young lions at the C. P. track, but mention should be made of their keeper, Charlie Wilson, the ground man. Charlie in the season lives on the track—it is his world. He has a secret belief that no other track could ever hope to rival it, and he tends it with a patience and care begotten of his great love. The boys have just a little fear of him but are on the best of terms with him, and well they may be, for a more obliging, better-tempered man it would be difficult to find. It is: "Charlie, put my pedals on, please." "I say, Charlie, old man, bring us a towel," and so on all the evening. "They are just like a lot of children," says Charlie, trying vainly to disguise his sun-burnt face, brimming over with good humor, in an affected frown.

And so every evening the lions wander round and round. Whether the result is worth all this labor and self-denial I suppose they know best, but for me the road, the open common and the changing scene.

FREE LANCE.

#### A SAN FRANCISCO HOUSE.

Mr. Edwin Mohrig of San Francisco, Cal., not content with acting as Chief Consul of that large division, also shows enterprise as a business man by issuing a small but attractive catalogue of goods handled. Among them we note the New Mail Ordinary and Safety (a favorite wheel on the Pacific Coast); Rudge Light Roadster; National, both Safety and Ordinary; the Electric Juvenile Safety and Juvenile Apollo; and lastly but not least in importance, a full line of Psychos. Mr. Mohrig explains that each and every article catalogued is carried in stock, and unnecessary delays thus avoided.

Only the best and most useful lines of sundries are handled, and a specialty of repairs of the most difficult nature is made. Second-hand wheels are bought and sold, the poor but honest cyclist is allowed to purchase on instalments, and we cannot see but the California rider has every advantage his Eastern brother possesses.

In addition to other duties, Mr. Mohrig finds time to issue stirring circulars to wheelmen to be won into the Division fold, and has done much toward the success of the race meet just held at Los Angeles, Cal. We congratulate the California Division on their Chief Consul.

#### THE PARADE AT HAGERSTOWN.

I would have sent you details of parade sooner but plans were not consummated. The officials have already been stated. The parade will be assembled at 10 A.M. July 4, by ringing of all the church and fire bells. Line of march will move from club house promptly at 10:30. Each division will be located by a large painted sign. This will avoid confusion in forming. The route will be over the finest portion of the town, but not a lengthy one, forty minutes will see us through. At dismissal liquid refreshments will be served, and the customary photograph taken. The whole agony will be over by 12:30 at the outside, giving ample time for dinner and a rest before the races.

The race-course is but six blocks from the Hamilton House over fine streets, and eight minutes is sufficient time to get there. The grounds are in the corporate limits. The grand stand seats 2,200 people and a special stand adjoining the judge's stand will be erected exclusively for the press. The club house is right in the centre of the city and only a block and a half away from the hotels. Open house will be kept day and night and plenty of ice cold lemonade on draught. We are going to do the right thing and hope to see you all there.

June 18, 1889.

HAGERSTOWN.

#### CINCINNATI.

Here we are in a pleasant fix. Rain, rain, rain! It seems as though the boys would have to add fins to their wheels and swim out into the country. Just think of it. Forty days, and I don't know how many nights. Both the road race and the Cincinnati Club race have been postponed to June 16, when we hope for better weather. I hear that work on the new Athletic Grounds of the Cincinnati Gymnasium is to be soon begun, and that a good cycle track will be one of the features. This will give much pleasure to wheelmen here. At a recent conversation with the Alderman responsible for the city ordinance regarding sprinkling of streets, he said there had been so much rain lately, and prospects were good for so much more, that he intended to introduce an ordinance leaving the sprinkling entirely to nature. I hope he succeeds, and know the good wishes of every wheelman in the city will go with him in that event. Frank A. Koppes has a new wheel, and is as proud of it as a boy with his first pair of pants. Some of the boys have wondered at dogs giving Chas. Colling so wide a berth, but they know the reason now. He was riding up Race Street last Sunday evening at a lively gait on his Safety, when a new dog that had not had the pleasure of an introduction met him. The dog was struck broadside by the Safety and both wheels passed over his body without turning a spoke. The dog wended his way home, a sadder and wiser animal. A most amusing sight was witnessed by two or three hundred people in front of the Post Office the other evening. Mr. Hatfield got hold of a Safety without a saddle, and a gallant attempt was made to master it. Before he had gone far, the front wheel went under, Mr. Hatfield followed suit, and the balance of the machine climbed up on his neck. After violent efforts by the delighted crowd, he was pulled out of this perilous position. Another attempt, 'mid the cheers of the crowd, was more successful.

Messrs. Miller, Bennet, Koppes, Dubbe and Orr gave a fine exhibition recently of fancy riding that was worth going miles to witness. It being hot weather, I'll let you off easy this time.

Yours truly,

SAFETY.

#### ST. AUGUSTINE, FLA.

No doubt our brother wheelmen in the Northern States think it impossible for bicyclists to ride during the summer months in Florida and the South, but if they would pay us a visit they would at once see we have very pleasant weather for that sport in the "hot" season. The evenings, after 4 o'clock, are delightfully cool, and when offices and stores begin to close you can see numbers of wheelmen gliding over the smooth asphalt streets enjoying themselves. I have been here four years, and have seldom seen the thermometer register high as 95°.

We miss our club president very much, as he was the life of the club, and it was from his enthusiasm in bicycle matters that the club was formed. We hope to see him return soon as possible, but know his health will be greatly improved by the trip to Canada. (N. B.—He was not connected with any bank.)

The Athletic Association of this city in connection with their annual games, on the 18th, will give a \$20 medal as first prize for a 3-mile bicycle race. They have invited any amateur wheelman in the State to participate. Jacksonville will be well represented, and the Alcazar B. C. will enter three men. The time promises to be fast, as we have a splendid track, two laps to the mile.

Mr. H. M. Flagler, the owner of the three magnificent hotels in this city, will lay out a baseball ground after the plan of the New York Association's, and will probably lay a bicycle track in the same enclosure. We will then expect to see some of the fast riders from the North down here during the winter to practise for summer races.

We receive your paper regularly and look forward to its coming with a great deal of pleasure. There have been seven applications to join the L. A. W. sent from here lately, and we expect more.

FRANK I. HOWATT.

#### THE WATER BICYCLE IN MINNESOTA.

Despite the inclemency of the weather, quite a large number of people congregated at Lake Harriet, June 8, to witness the performance of "Prof." Alphonse King, who was advertised to walk and ride a bicycle on water. At 4.30 P. M. the professor, clad in gaudy-looking tights, appeared with his mechanical contrivances, which resembled miniature pontoon bridges. He launched his shoes and walked about 200 yards out into the lake, and rode in on the bicycle, which had been towed out by several men in a boat.

The shoes are of tin, 32 inches long, 9 inches high and 8 inches wide. On the bottom are small tin fans which open and shut, giving material aid in propelling the wearer forward.

The bicycle consists of two light tin cylinders about five feet in length, pointed at each end and far enough apart to admit of the free working of the wheel. These cylinders are almost totally submerged during the use of the wheel, giving the rider the appearance of being sustained by the wheel alone. The wheel is of iron, about three feet in diameter and provided with small iron paddles, and surmounted by an ordinary bicycle saddle. The steering is done by an apparatus consisting of four handles aided by cords attached to a rudder.—*Minneapolis Tribune.*

Chas. Garfield, of Holly, N. Y., writes: "The Springfield Roadster which I have received is a beauty, and 'way ahead of your last year's pattern. I have ridden over one hundred miles, and everything runs fine."

The attention of wheelmen in need of a cheap and durable pair of hose is called to the advertisement of Welch & Rogers, Bainbridge, N. Y., appearing in another column.

The Light Champion surprised a good many people at the great May tournament in Chicago. Ned Reading, with the same machine he made his 100-mile indoor world's record at Omaha, not long since, won the event of the week, the six-day professional race, while the most important amateur races were won by Light Champion riders.

The Fifth Avenue branch of the Brooklyn "L" road will carry New Yorkers from the Bridge direct to Washington Park and we hope a large delegation will attend the King's County Race Meet on next Friday and Saturday.

The Executive Committee of the League will recommend at the meeting of Chief Consuls, to be held at Baltimore, that each State Division purchase its League cloth through the League Secretary, and then establish their own uniform depots. This is a wise recommendation, and should be adopted.

President Luscomb will leave for Baltimore on the Baltimore and Ohio R. R. 11 A. M. train on Monday, July 1. On the same train will be Mr. Sanford Lawton, G. Carleton Brown, Jos. McFadden, Isaac B. Potter, W. W. Shaw, F. P. Prial, Dr. Gilfillan, Frank Shaw, Eugene Follner, Arthur W. Perego and others.

Several members of the "Old Guard" of the L. I. W., including Messrs. Elliott, W. W. Shaw, Warner, Luscomb and Arthur W. Perego had a theatre party and dinner on Thursday evening, June 20. The play was "The Oolah."

Messrs. Schoverling, Daley & Gales are doing a splendid business in New Mails. Their bicycle department is under the management of Mr. Whymper, of the King's County Wheelmen, a painstaking and obliging young fellow.

J. J. Van Nort succeeds Col. George A. Jessup as Chief Consul of Pennsylvania. Mr. Van Nort is an auburn-haired, bright-eyed, sharp-featured, pleasant-faced man of medium size, between twenty-five and twenty-seven years of age. He is energetic and has clear judgment, and should make a good C. C.

**BARGAIN—BRAND NEW SAFETY;** best make. For sale cheap. Lamp. "Safe," care WHEEL office.

**"HINTS TO PROSPECTIVE CYCLING TOURISTS** in England," by mail, 25c. "Care and Repairs of Cycles," by mail, 20c. Stamson, Stamford, Conn.

**FOR SALE—Two Experts:** 56-inch, \$70; 54-inch, \$75; 54-inch National, \$60; all in fine condition. Brown & Greenleaf, Cambridge, Mass. tfc

**FOR SALE—A Springfield Roadster** in A1 condition; ball bearings; has been used very little. Address John C. Robbins, Oneida Square, Utica, N. Y. tf

#### Second-Hand Columbia Bicycles.

#### Second-Hand Star Bicycles.

Safeties, etc., cheap, all sizes.

Enamel, Cement, Sundries of all kinds. The enamel is the best and cheapest in the market.

W. I. WILHELM, Reading, Pa.

## BICYCLE RACES

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