

THE WHEEL

— AND —

CYCLING TRADE REVIEW,

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F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444,

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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.

FIRST IN THE FIELD.

THE WHEEL, the N. Y. cycling paper and League organ for the State of N. Y., is the first to be on the scene of action of the coming meet in this city, its representative having arrived here Thursday evening. Arrangements have been made to place 2,000 copies of a special edition of this paper before the local and visiting wheelmen, and on and after Monday copies will be found at all the leading news stands. This particular paper, containing tables of racing, records of dates, a list of all importers and manufacturers in the trade, articles on training, and a complete calendar of the sport's progress from its earliest beginning up to now, will be specially valuable for references.—Hagerstown Daily News.

ON the last day of the League Meet we can only turn to stretch the general impression that it has been a big success. To be sure, the weather has behaved in beastly style, but the men have rose superior to this. The Hagerstown Club have done all that they have promised to do, and the Maryland Division has carried out its part of the programme in good style. There was a good deal of drinking done, but this is essentially the southern style of manifesting good fellowship, and once this fact is understood, all criticism vanishes.

AT the meeting of Chief Consuls the following business was transacted: It was recommended that no division appoint official tailors. It was decided that the League must abide by the present uniform contracts. League members may, however, purchase cloth through the League secretary and have it made up when they desire. On account of the small number of club consuls present, it was decided not to take action on the question of State official organs, and the matter slipped into innocuous desuetude. The Bicycling World Co. desired the League to prohibit chief consuls from supplying official news to any paper but the League organ, in order that its importance might be increased. We shall discuss the matter at length at some future time.

THE last issue of *Wheeling* states the American tourist was abroad. The failure of the American party seems to be, in the opinion of *Wheeling*, that they accept every courtesy shown them in a matter-of-course fashion. We cannot tell how much truth there is in this just at this time. We have had two private letters from England in which the writers agree with *Wheeling's* opinions. If true, 'tis sad.

IT must grieve all good Americans to know that Mr. Jo. Pennell, of Philadelphia, and resident in London for some time, sat down at the dinner given the American tourists, while the "Toast of the United States" was being given. Mr. Pennell attempted to sit down while the party sang "God Save the Queen," but was forcibly kept on his feet by two stalwart and patriotic Englishmen. This is a point where eccentricity becomes insult and impertinence. We have a kind of regard for those kind of men who wear long hair and have taken the vow against soap and water. They generally have talent of some order; but they have not tact. They are continually butting against custom to their own distraction; their mad desire to be odd causes them to be irregular, and mental irregularity is merely a mild form of insanity. It is not destructive; therefore we tolerate it, though it is continually violating the code in use among gentlemen. We desire to say to the great English public that the President of the United States has in no way been discommoded by Mr. Pennell's mark of signal disrespect.

WITHOUT wishing to boast or unnecessarily glorify ourselves, we think the report of the Tenth Annual League Meet, just over at Hagerstown, appearing in this week's issue of THE WHEEL, as complete as possible to make it. Two pairs of eyes are always better to see with than one, and we flatter ourselves ours were wide open. How well they were used, we leave our readers to decide for themselves.

THE ELWELL TOURISTS.

THE ARRIVAL AT LONDON.

We have arrived in London in tip-top shape, without injury to ourselves or the city either, except, perhaps, one certain spot in the Queen's highway where our heaviest member and several others came to earth a little unexpectedly. On coming in we found the banks and shops closed and the nation taking a general holiday, the occasion for which we endeavored to convince ourselves was the entrance within the city limits of the American tourists. The natives, however, preferred to call it Whit-Monday, and rather than quarrel with them we did not insist. The elements have precisely that same disregard for the public in England as in America, and the rain insists on coming down on legal holidays here in a way which reminds us strongly of home. To this may be attributed the fact of our arriving in two sections; one by train from Oxford under the guidance of "Pedals," the other sticking to scheduled dates and riding in the following day via Hampton Court, chaperoned by Joe Pennell. Owing to the rain our first impression of London was, I am afraid, rather poor, and London's first impression of us was, I am dead sure, a great deal worse. They think we are a rather disreputable-looking lot in good weather, but in bad we are beyond the pale of civilization!

We found Burr's Hotel to be a very respectable establishment in Bloomsbury, near the British Museum. The proprietor is something of a cyclist himself, and gave us a most cordial welcome. Our first afternoon was spent in settling down in our new quarters, a "seven night stand" being quite a luxury; and in cleaning up what was, I venture to say, the most disgraceful-looking lot of wheels seen in London for some time. Our transatlantic cousins have ideas of their own on this subject, and clean their wheels (or exchange them) just once a year, but we have plenty of necessary luggage without carrying about from place to place some ten or fifteen pounds of British soil as well. They also express mild surprise at seeing us down on our marrow-bones industriously digging away on the bicycles instead of hiring it done. Experience is a dear teacher and we did find it rather expensive business paying "Boots" a shilling for hammering the mud and enamel off with a wrench, and then having to do the job over again ourselves. Consequently, the majority of the party dispense with the former part of the programme and confine themselves assiduously to the latter.

We met with our trunks, which had been forwarded from Liverpool here, and with what we found in them and the aid of sundries bought in town the party came out the following day so entirely and completely changed that its

own mother wouldn't know it. Our Adonis appeared on the scene gotten up quite regardless of all expense—tall collar, brown chimney-pot, walking-stick and a pair of shoes of which the word "startling" is a very weak description. Our wheels are safely packed out of sight and there seems to be a general determination to raise for the following week a citizen from the ashes of a cyclist. Of London, from a wheelman's point of view, it would be sheer folly for me to attempt to give you the faintest idea. The city changes for nobody and we found it just as it has been found and described by hundreds of Americans who had time and ideas to devote to the subject. Of its vastness, variety and life; its nationalities and languages, its aristocracy and beggars, its joys and sorrows I can give you no conception. We simply keep "on the go" from morning until night, and it is always something new. I was surprised to find such an immense quantity of asphalt pavement in the city. I always had the notion that London thoroughfares were horrible, but I find that it is just the reverse except in wet weather. The asphalt is smooth as glass and kept as clean as a ball-room floor. When dry a finer ride is not to be had, but when wet it is "mind your eye." We have been very well met by the London boys and many of the big guns have called to bid us welcome. Of the Stanley Club's banquet and the Ripley Road Club's entertainment I shall write you later.

June 17. To confess ignorance of the Stanley Club of London, is to argue one's self a novice in the pleasures of cycling or unaware of the existence of newspapers devoted to it. In the way of advancing the best interests of the sport it has done far more than any other power of any kind. The annual Stanley Show is the most gigantic affair of this caliber that ever existed and is entirely the product of the energy and ability of this club. When I tell you that we were their guests on Friday evening it is sufficient guarantee that everything was done for our comfort and entertainment that possibly could be done. I don't wish to cast reflections on our past entertainers but this evening was enjoyed by the majority of the boys more than anything of the kind which we have yet had extended to us. We arrived at the Inns of Court Hotel in High Holborn (they call it "Eye Obun") at 6.30 and found the Stanley Club awaiting us attired in dress suits to a man. After being introduced by "Faed," we sat down to a royal repast amongst such high and mighty cycling lights as Col Saville, Geo. Lacy Hillier, Percy Low, M. A. Harpham, Harry Swindley, McCandlish and a host of others.

The toasts following the dinner, usually so dry and tiresome, were short, witty and interspersed with songs, comic and otherwise, most excellently rendered by members of the club. In the absence of our leader, who was that evening quite seriously indisposed, Mr. J. E. Beal responded to the toast "Our American Guests," and made a very taking speech, keeping the hundred listeners in a continual roar. The comic songs to our surprise were actually comic, and we looked in vain for the "cold, reserved Londoners" whom we have read so much about. We certainly found nothing but the most hearty and open-handed good-fellowship amongst the Stanley boys. "What's the matter with the Stanley Club?" "They're all right," and our American cheers were answered by the "Stanley rocket," and "For they are jolly good fellows." The evening wound up by the singing of "Auld Lang Syne," the entire assemblage standing on their chairs, one foot on the table, and each crossing his arms and grasping his neighbor's hands. The following afternoon a number of the boys, sated for the time being with London's wonderful sights and historic spots, started for the Paddington grounds to see the sports of the Kildare Athletic Club. We were occupying very modest seats in the one shilling stand when Hillier's eagle eye espied us, and straight we were ushered into the judges' stand. They don't do things by halves in London, as we soon found out.

The races were very interesting. In a two-mile handicap, W. C. Jones won from seventeen starters in 5.26, beating the amateur record. In a two-mile tricycle we had the pleasure of seeing a lady among the contestants, Mr. and Mrs. J. H. Smith, riding a tandem. It certainly is a pleasure to see this little lady push the pedals. She dismounted from her machine apparently as fresh as before the race, and on our congratulating her on her fine showing simply said that the track was a little heavy. Mrs. Smith is a slight, pretty brunette, and an ideal example of a lady rider. Could she but be seen in America, I am sure our ladies would take to the wheel by hundreds. Mr. and Mrs. Smith are no strangers to Americans, as they have been written up and pictured in many of the leading cycling journals, and incredible though it may seem, they have held at different times almost every long distance road record, and have been but once beaten on the road.

To those of the party who might be termed "enthusiasts," the Sunday spent in the hands of the Ripley Road Club was by far the most enjoyable day yet spent on the trip. Who rides a wheel and has not heard of Ripley and the road thereto? And "Ye Anchor Tavern," so dear to the heart of every London cyclist? It was then with unbounded delight that we found ourselves fairly over Hammersmith Bridge and well along on this historic run. There may be prettier bits of road and scenery, but they are few. There may be snugger taverns than the Anchor, but we have not found them, and there certainly is not in all cycloedom a road upon which so many celebrated knights of the wheel can be met in a single day as the Ripley Road on a pleasant Sunday. And they were all there to give us a cordial welcome to this, their inner sanctuary.

It would take quite a volume to contain the names of all the well-known men who rode out that day. There were racing-men, record-holders, notorious scorches, cycling scribes, etc., by the dozen, mounted on every style and make of machine conceivable, from the lumbering trikes of '76 to the racing safeties of the present day. New recruits joined the party as we rode, and on finally reaching our destination there were all of seven hundred wheelmen collected in this one small town. Well, yes; the pace was rather faster than we usually ride. These Englishmen ride like fiends, and never feel better than when stretched out in some wayside tavern completely blown, having done their nineteen or twenty miles an hour. After a "sluice" at the pump, we sat down to tables bending beneath the weight of everything good to eat imaginable and pyramids of "sparkling champagne." Dr. Turner, President of the Ripley Road Club, headed the table and the toasting, and was well seconded by Harry Swindley and Percy Low. After the usual toasts to the Queen and President (President Harrison would blush with modesty could he but hear some of the complimentary remarks in regard to himself), Mr. Beal, in the absence of Mr. Elwell, very neatly responded to the toast of "Our Guests," proposed by Major Knox-Holmes. About the latter I want to say a few words to those who never heard of him. Major Knox-Holmes is a typical old English gentleman of eighty-one years of age.

He has been connected with cycling since its infancy, and is able to-day to do a hundred miles in twelve hours. After he was seventy-five he beat Hillier in a 100-mile road race, and won the record for that distance. He rides a tandem, on the diminutive rear seat of which sits his little six-year-old granddaughter. He says he and she are anxious to race with any other tandem team whose ages differ, as theirs do, by seventy-five years!

After attending the special service held for cyclists in the little chapel at Ripley, we started for London, voting the day to have been an ideal one, and a Sabbath long to be remembered. Long live the Ripley Road Club! We leave for Brighton in the morning, to be in Paris on Friday. Our portmanteaus (that's English), which we leave here until our return, are stuffed to distortion with giddy suits, startling ulsters, nobby coats, hats, and in short everything that goes to clothe the man. The price of clothes in London would have tempted Adam much quicker than the proverbial apple, and to look into a tailor-shop window is to be lost. If any of the boys at home wish to secure our everlasting gratitude send us some American tobacco, and we will gladly pay the duty. As the roads get better the tobacco gets worse, and we are promised a still viler mixture in France.

In Birmingham we received an addition to the party in the person of Mr. O. C. Nussle, of Illinois, and in London were joined by Messrs. Dan and Willie Krumm, who were unable to sail when the party did. To offset this we have lost three. Mr. J. Newton Smith is called home by private matters, Dr. McAlpin was ill when he started, and has not been picked up as he expected to, and Mr. Penrose is prevented from riding by a lame ankle, but will, I believe, take the train for Paris and be with us during our stay there. Otherwise than this the party's health is good, appetite enormous and personnel will probably be as we are now until August 1.

TAM O'SHANTER.

"COME AND SEE THE AMERICANS."

The Rue d'Alger was in a state of excitement yesterday morning at half-past seven. When the neat little *bonnes* went out for their bread and morning milk they made a long stay to see the American cyclists preparing to start after a substantial early breakfast. The boys came out and strapped their haversacks upon their steel steeds. During this operation a waiter from the hotel had been round to a newspaper kiosk for a large bundle of *Heralds*, which were rushed for by the cyclists.

At 8 A. M. Mr. Fluett called out the usual "Are you ready? Prepare to start!"

Mr. Higgins, with his musical voice, shouted, "Wait! I have a word to say. Boys, what's the matter with the Paris edition of the New York *Herald*?" "That's all right!" replied the boys in chorus, following their reply with hearty cheers.

When asked if they had enjoyed their stay in the French capital, the Americans, one and all, replied: "Yes. If a man cannot enjoy himself in Paris he is not fit to live." Many of them would fain have remained longer, but their itinerary is prepared, and all arrangements have been made in advance, so away they went, *en route* for Geneva. They breakfasted at Melun and arrived a little later at Fontainebleau, where they will rest for a day, visiting its wonderful forest and environs.—European edition of the N. Y. *Herald*, June 30.

AN IMPORTANT CHANGE OF BASE.

Cyclists that have carefully watched the rapid increase of business of the Overman Wheel Co. have often wondered that their home office and factory were so far apart. We are glad to be able to announce that about September 1 this will be remedied. The store in Boston will be continued as in the past, but larger and more commodious offices for transaction of business will be secured at Chicopee Falls, Mass., in their new factory.

Forty thousand square feet of floor room will thus be added to their present space, and every pains taken to provide for the various needs of a large cycle business. It is always pleasant to chronicle deserved success, and we congratulate the Overman Wheel Co. on the increase in business that requires this change. On July 27, Mr. A. H. Overman, President of the company, is to sail for Europe, accompanied by Mrs. Overman. May they have a safe and pleasant voyage.

NEWARK.

Ten Atalanta men attended the lantern parade of the K. C. W. and had a fine time. Capt. Drabble (A. W.) unfortunately had a severe header while in the parade, caused by running in a hole. All reached home early (in the morning) and safe.

Ten new members were elected into the ranks of the A. W., among them W. I. Wilhelm, of Reading, Pa.

A. T. Rummel has the highest mileage for June, 627 miles.

E. Halsey, A. T. Rummel, L. N. Thorne and C. L. S. Walker have received 1,000-mile badges.

Newark, July 3, 1889.

SPARK.

WHEEL GOSSIP

NOTES OF THE ENGLISH PATH.

A two-days' professional tournament was held at Whit-sundie, June 11 and 12. On the 12th, 10,000 people were present. English won the five and Howell the one-mile championship, both waiting races. In the mile professional handicap Robb got within twenty yards of 2m. 38 4-5s.

On June 15 H. Synner cut the half-mile grass record; time, 1m. 20 4-5s.

TWO-MILES SAFETY RECORD.

At Paddington, on June 15, W. C. Jones beat the two-miles safety record, riding in 5m. 26 3-5s.; previous record, 5m. 31 2-5s. S. F. Edge and F. J. B. Archer also beat the flying quarter-mile tandem tricycle record, doing 35 4-5s. The one-mile handicap was captured by W. H. Bardsley, 80 yards; time, 2m. 37 1-5s.

Edward A. Brown, of Kansas City, Mo., is wheeling in Scotland.

The Nominating Committees of the New York State L. A. W. districts have been holding meetings, and the tickets for the entire State will shortly be published.

Jos. McFadden has resigned the captaincy of the New York Club, as his business will compel him to travel for some time to come. G. M. Nisbett will probably be elected to succeed him. Mac's declaration is very much regretted by his club-mates, as he was enthusiastic and popular.

The New York Club will run to Coney Island on Sunday.

The *Referee* republishes *Free Lance's* paper on the Crystal Palace track and does not credit, though it was special correspondence to this paper.

Ralph Temple sailed for England on Monday last. He stated that he went abroad to purchase \$50,000 worth of goods for the Western Arms & Cartridge Company. He will probably ride and exhibit in England.

The Massachusetts and Rhode Island Divisions will hold a combined meet at Cottage City August 6, 7 and 8.

The *Referee* reports that St. Louis will hold a big race tournament in August.

The amount of space given to an report of the League Meet has crowded out a deal of matter and compelled us to condense many important items.

The *Omaha Republican* of June 23, 1889, publishes a cut of "Senator" Morgan's face. We have looked on the same several scores of times, and we grieve that this illustrated chestnut has again been resurrected.

The Louisiana Cycle Club, of New Orleans, are making a strong effort to get enough money subscribed to build a club-house.

C. A. Rice, of the South End Wheelmen, Philadelphia, has presented his club with a "Rogers" group of statuary.

Some time during Abram S. Hewitt's term as Mayor of New York, our engineer suggested that if "iron wheelways" were laid on the heavily-traveled streets of New York City, all streets could be paved smoothly and the pavement would not be destroyed by heavy traffic. The idea was abandoned, but there is a movement on foot to experiment with the proposed plan, and it is likely that \$10,000 will be appropriated by the Board of Aldermen for the purpose. The "iron wheelways" consist of strips of iron, about a foot wide, set in the pavements.

The Brooklyn Club enjoyed a run to the Massapequa Hotel, on Long Island, on Sunday last. With the party were Mr. Henry Hall and son, of Highland Mills, N. Y.

ALFRED WAS A WHEELMAN.

Scene—Almost any parlor these evenings. Alfred (reading from the latest *erotic-romance*)—"He seized her in his arms and kissed her ripe, red lips with frenetic abandon. She shivered and writhed in his close embrace. Her breath came in quick knickerbockers. Her eyes—"

Gladys—"Oh, Alfred, what nonsense are you reading? *Knickerbockers*?"

Alfred—"A little emendation of my own. The text says, 'Her breath came in quick, short pants.'—*To-Day*."

The Riverside Wheelmen will have a run to Yonkers on Sunday next. This prosperous club now has a membership of eighty active wheelmen.

The Hudson County Wheelmen will give an excursion to Boynton Beach this month. The run has been gotten up especially for the benefit of the lady members of the club. A boat has been engaged for their exclusive use.

The Cyclist's Union Meet, formerly announced to take place at Clarksville, Mo., was not carried out.

Zimmerman, of the Freehold Cyclers, showed by his performances at the Kings County races, June 28-29, that he is a hard man to beat, and would undoubtedly have won more prizes at the second day's meet, but for the breaking of his machine early in the day.

James Robertson, of the Hudson County Wheelmen, was recently elected First Lieutenant on account of the resignation of H. Benedict, and G. McLoughlin to the office of Second Lieutenant.

Frank Borland, the Brooklyn's racer, made his last appearance on the path at the Kings County Meet. He retires after having a very successful racing career.

BUSINESS MEN ASKING FOR ASPHALT.

A committee of business men from Wall Street called on Mayor Grant and Public Works Commissioner Gilroy and requested them to approve the project to put an asphalt pavement in that street from Nassau to Front Street. Both promised to think over the matter, but they suggested to the committee that, as asphalt pavement cost more than granite block pavement, and is not so durable under stress of hard usage such as a pavement is subjected to in a street like Wall, it might be well for the business men who want it laid for their comfort to pay for it themselves. In several down-town streets asphalt pavements have been paid for by business men, who have recognized the fact that the City should not be made to pay for special ad-

vantages to themselves. The trouble about the request of the Wall Street men seems to be that to grant it would interfere with the general scheme of paving, and give a color of right to the people who do business on other streets in which the traffic is great, and therefore noisy, to demand that asphalt be laid for them. The Stock Exchange has a ready asked that Broad Street be laid with asphalt. The traffic there is almost as great as in Wall Street, though of a somewhat different character. Asphalt would last there no longer than in Wall Street, and not nearly so long as granite. The City would therefore have to repave both streets again in a comparatively short time.

Public Works Commissioner Gilroy said yesterday that he had heretofore expressed the opinion that asphalt pavement was only suited to the residential streets, and he had seen no reason to revise that opinion. He intended, however, to propose that in streets containing schoolhouses and hospitals asphalt should be substituted for stone in front of those buildings. He had received many complaints that in warm weather, when schoolhouse windows are kept open, the noise of traffic over hard pavements prevents teachers and scholars from hearing one another, and that the rattle of wagons makes sick people irritable and injures them.—*N. Y. Times*.

CONGRATULATIONS IN ORDER.

A pleasant surprise was inflicted upon us to-day when Stillman G. Whittaker walked into the editorial sanctum bringing with him a pretty, quiet-mannered young lady whom he introduced to us as Mrs. Whittaker. In the course of conversation the fact leaked out that this visit to New York was in the nature of a honeymoon trip, he being married on the Glorious Fourth. While not necessarily looking unhappy, there is none of the wrapped-up-in-each-other, bride-and-groom look about them, and they will not furnish amusement for the lookers-on while on their travels. Mr. and Mrs. Whittaker will remain in the city for some two weeks. Our best wishes for prosperity and happiness attend them.

THEY FINE FOR IRELAND.

Some of the Americans, we understand, were so disappointed at the way Jupiter Pluvius treated them in the Emerald Isle that they intend returning there when the touring party breaks up after visiting France, Germany, Holland, etc. Scotland will also be visited by some who have heard the "Land o' Cakes" eloquently described. It can safely be said that the limited insight our visitors had into Irish scenery and habits has whetted their appetites for more.—*Bicycling News*.

YACHTS AND BICYCLES TO BE TAXED.

After September 1, the Winthrop, Mass., Assessors will tax all yachts and bicycles in the town as personal property, as the residents of the Centre refuse to pay taxes on their carriages unless the yachts and bicycles are assessed.

The words "Bonnie Annie Laurie" will revive pleasant recollections in the mind of every man that attended the recent L. A. W. Meet at Hagerstown, and cause a smile to brighten his countenance. "Jack," the agent for the "White Flyer," well realizing this fact, has taken advantage of it to concoct a telling advertisement, which may be found on another page. By all means send for their catalogue or else a copy of *THE WHEEL* of June 28, and post yourself concerning the machine's merits.

COLLABORATION FROM COLORADO.

A valued correspondent writing us from Denver, Colo., under date of June 27, makes the following correction of a recent paragraph gleaned from the columns of *Sports Afield*, published in that city:

"In your issue of the 21st inst. you have the following in regard to Robt. Gerwing: 'Previous to this race, his own time of 2h. 18m. over a road none too smooth, and a distance of thirty-three and a half miles, had stood as record.' I beg you will pardon my correcting you, but the facts are these: Mr. Gerwing's time of 2h. 18m. was made from Denver to Plattville, thirty-six full miles, over the roads when they were in splendid shape. The race was over a course starting just outside of Denver and finishing at Plattville. This made the distance thirty-three and a half miles. The roads at the time of the race were 'none too smooth,' making Gerwing's time of 2h. 2 1/4 m., very creditable."

He further says: "In the same issue you ask for the address of Barber, the fancy rider. By the time you receive this his address will be care Thatcher, Primrose and West's Minstrels, San Francisco, Ca. During Mr. Barber's engagement here, he had the misfortune of a fall which resulted in a badly-sprained ankle. His injury compelled him to lay over a couple of weeks while his company went on. The Social Wheel Club on the evening before his departure tendered him a reception. Refreshments and good cheer were indulged in by some eighty members and visitors until an early hour in the morning. All that participated in the 'blow out' agreed in saying that it was an informal affair that would be an honor even to the base ball tourists. Among the many old acquaintances whom Barber met here, Chas. Ford and Fred J. Bailey, of Rochester, might be mentioned." Novice.

A SELECTED LIST OF PATENTS.

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

J. R. Rullman, San Antonio, Texas; Velocipede which consists in an improvement in Velocipeds, the combination with a rocking chair mounted on a platform of a vehicle and retained in position by the slotted curved guides and pins, rods pivoted to the rockers of said chair and to a cross-head moving in vertical guides, the rods connecting said cross-head with the crank-pin of a gear-wheel, the pinion and propelling-wheel, the steel band encircling three sides of the said frame and platform and extending in rear thereof to form the supports for the propelling wheel, the standard provided with a loop at its upper end and the sliding-handled lever.

Bearing date of July 2, 1889.

TENTH ANNUAL LEAGUE MEET.

This tenth League Meet is going to be a rip-roaring success. It can't help itself. The Hagerstown Club and the Maryland Division have done themselves proud; nothing has been left undone that will add to the pleasure of the guests. The meet will be small, as compared with the numbers who have attended previous League Meets, but what is lacking in numbers is made up in enthusiasm and good-fellowship. A splendid programme has been prepared, the roads being taken mostly into the account—and such roads! The peculiarity of the meet is that the people of Hagerstown have risen to the occasion, and will do more than their share to make the thing a great go. The houses and stores are decorated, and everybody here, from the Mayor to the dirtiest pickaninny in town, is interested.

SERMON PREACHED TO WHEELMEN AT HAGERSTOWN JUNE 30, 1889, BY REV E. H. DELK.

Sunday evening about seventy-five cyclists attended by invitation d'vine service in Trinity Lutheran Church. Assembling at Hotel Hamilton, they marched in a body, marshaled by Chief Consul Mott, of the Maryland Division. They were assigned to seats that were reserved for them, and gave close attention to the sermon, which all pronounced instructive, elevating and encouraging to the healthful pleasure of cycling. Rev. E. H. Delk, Jr., pastor, preached an able sermon, taking for his text: "Watch, ye; stand fast in the faith; quit ye like men; be strong."—1st Corinthians, 16th chapter, 13th verse.

His sermon was chiefly impromptu, and was delivered with deep feeling and impressiveness. He started with the fact that we were upon the eve of a great national event—great because it tends to the physical culture of the American people—physical, as the basis of all intellectual and moral work. In the course of his sermon he said the wheelmen had come to enjoy our beautiful valleys, to see our historical battlefields, for the exchange of fraternal greeting and for physical betterment.

In the midst of these festivities, it would be well for all to remember the Apostle's command, "Watch ye!" or in the wheelman's language, "Look out for a fall!" This is a warning for every day of life, but doubly so now, for "men are merriest when away from home." Men do things in a crowd that they would never do at home. Our bars will be doubly manned, painted faces will be found upon our streets, and snares will be spread for the thoughtless. Watch, ye! Stand fast in the faith. Stick to your guide-book.

Most of our visitors come from Christian homes. Let us offer them the very best we can give—Christian example.

It is the element of faith which makes the great life. The great leaders of national development have been men of large faith—Gustavus Adolphus, Gladstone, Bismarck.

The guide-book calls to a faith in an overruling Providence. It arouses the conviction of the final triumph of righteousness. It stimulates the magnificent hope for the redemption of humanity. Other roads will be recommended, but stick to the old guide-book—the Bible.

Quit you like men! This is the last word of the starter in the great race. In your sports let not trickery take the place of merit. Preserve the high tone of your League rules. Do not permit fun to degenerate into rowdiness. Be honorable gentlemen, upon the track as well as in the parlor.

Quit you like men in your life's work! Your wheel must not be your master. Cycling, as a means of physical betterment, is good. But it cannot take the place of enthusiastic work and thoroughness in your chosen calling. Fitting illustration on this point was cited in the building of the great St. Louis bridge.

Your life's work will fall short of its full force and value unless it forms a part of your Father's work. At times this high calling seems like an impossible climb, but as you quietly take the hill with quiet determination, you shall reach the brow of the mountain and enjoy the exhilaration which comes through loyal endeavor.

Be strong. This is the purpose of your exercise. Christianity calls us unto perfect man-

hood. It has been caricatured. It is not a religion for the dyspeptic, the invalid and tottering age, but it is a call to sturdy youth. It demands of us the best and strongest from a physical, mental and moral standpoint.

Paul draws his illustrations from the foot-race, from the boxing-match, from the battlefield. To what great uses can this God-given power be applied. You, that are strong, ought to bear the infirmities of the weak. In your grand procession of the coming Thursday, remember there are other eyes that look down upon you besides those that peer from window and balcony. The eye of God is upon you, the noblest of earth and of heaven, watching with deepening interest the trend of your life. Shall it not be said of you, he was strong and like unto the Son of God?

"A cloud of witnesses around
Hold thee in full survey;
Forget the steps already trod
And onward urge their way.

"Tis God's all-animating voice
That calls thee from on high;
'Tis His own hand presents the prize
To thine uplifted eye.

"The prize with peerless glories bright,
Which shall new lustre boast;
When victors' wreaths and monarchs' gems
Shall blend in common dust."

—Hagerstown Daily Globe.

"MEET-LETS."

Master Marshall Wilhelm, of Reading, Pa., who accompanies his father and mother, is only seven years old, but he rides his pretty little "grasshopper" with a skill, grace and determination that is quite taking.

A feature of the run to Sharpsburg on Wednesday will be a lunch, served in the woods at the famous Dunkard church on the battlefield. Supper and dancing will be the special attractions of the excursion to Pen-Mar.

The route of the parade on Thursday has been changed and will be as follows: Form on South Potomac Street, with the head at Lee Street, to Washington, to High, to Franklin, to Jonathan, to Charles, to Potomac, to Washington, to Locust, to Franklin, to Mulberry, to Fair Grounds and dismiss. The regular League photograph will be taken on the grand stand by Mr. William B. King.

In addition to the regular programme already announced there will be plenty of outside entertainment for the visitors. The City Band has been especially engaged to enliven things, and there will be a series of baseball matches between the local club and the Bright Stars, of Baltimore, both strong teams.

A run was taken this morning (Monday) by a number of the visitors to Cearfoss under command of Chief Consul Albert Mott.

The roads are in excellent condition and there is much favorable comment upon them. The majority of the visitors are expected to get in tomorrow.

At a very early hour this morning merchants and citizens began decorating their business houses and residences orange, garnet and blue (the club colors), and national bunting entering into the attractive trimmings. Decorators also went to work upon the arch of welcome. This arch was designed by Messrs. Joseph Hopkins and H. C. Koehler, engineered by Messrs. Koehler and A. P. Connor, constructed by Messrs. Danzer and Emmert and decorated by Mr. W. Brognier.

The formal opening of the festivities will be made this evening in honor of the arrival of President Luscomb from New York. He will be met at the depot by local and visiting wheelmen a wheel, the City Band and a four-horse landau. A procession will be formed, moving up Antietam Street to Potomac, to Washington, to Hotel Hamilton, where a formal reception will be held by the authorities and citizens. He will be received with other signs of hospitality and escorted to the hotel. The keys of the city will be presented to him in token of absolute surrender on the part of the citizens to their athletic guests.

Immediately upon their arrival visitors are taken in hand by members of the local club and assigned to quarters engaged for them, escorted to Hotel Hamilton, where their names are recorded in the League register and presented with badges. Fifty-five arrivals have thus far reported.

The Philadelphia cyclists will leave that city at five o'clock this (Monday) evening via B. & O. Railroad. A special train will be run for their accommodation, coming directly through to Hagerstown without change of cars.

A number of the Pennsylvania Club, of Philadelphia, will tour from Hagerstown after the League meet down the Shenandoah Valley to Staunton, Va., the Caverns of Luray and Natural Bridge. The party will be under the command of Lieutenant Joseph H. Lehman.

The Century Wheelmen, of Philadelphia, will send a large delegation here via Lancaster and Gettysburg, riding all the way.

Harrisburg will send forty men to the meet. The Germantown, Pa., club will arrive this evening by pike, after having wheeled a l the way.

The Chesapeake Wheelmen, of Baltimore, will be represented by from fifteen to twenty men, most of whom will stop at the Baldwin. The Centaurs will scatter thirty men about the town.

The Maryland Club, of Baltimore, will be found at the Hotel Hamilton, where about fifty have engaged rooms.

The Baltimore Club will have about fifty men in attendance.

To the visiting wheelmen who are not familiar with the Hagerstown cyclists, it may be said when you meet a man arrayed in navy blue Norfolk jacket and knee breeches, white shirt and with a white band around his cap you may take entire possession of him, feeling assured that he is ready to serve you in any way you may desire.

As the time approaches for the beginning of the festivities, wheelmen flock in from all directions. Prominent arrivals Saturday evening were Chief Consul Mott and Mrs. Mott, Mr. and Mrs. S. T. Clark, on tandems, and one or two Baltimore ladies on single safeties, while quite a large delegation of Baltimore men accompanied them. Others from Washington and Philadelphia were also made welcome, and to judge from the flood of melody that saturated the Hamilton to a late hour last evening, keeping would-be sleepers awake, they were enjoying themselves. The register was opened in due form this—Sunday—morning, and President Cushwa was kept busy for some time putting down names, addresses and all the details necessary to properly identify visitors.

Several wheelmen took a run to Williamsport this morning to view the damage done recently by the Potomac at high water, and one of the number was unlucky enough to have the back-bone of the wheel he bestrode break with him some six and a half miles from Hagerstown. Luckily it was a hired wheel with a known flaw, and nothing worse followed than a walk in the blazing sun to the nearest livery stable and a pleasant drive of six miles back to this city. I could inflict a long threnody on my readers concerning the peculiar ill-luck of some wheelmen, but I forbear to-day. It's too hot, and the "special service for wheelmen" that Chief Consul Mott commands us to attend this evening at the Lutheran Church, ought to drive away all blue or gloomy feelings. Whether this service is in the nature of absolution for any pranks that may be played this coming week, or whether the Chief Consul feels the necessity of good behavior this evening after the pleasure jaunt he takes this afternoon, I cannot say.

The arrival of Wilhelm is announced this afternoon, and causes a thrill of expectancy to run along the racing men's nerves. Two sybarites from Baltimore rolled in on a tandem trike to-day, shaded from the sun by a broad white canopy and further kept cool by large wicker-work hats. The arrangement looks cool, but must catch what little breeze there is. There's little show for any man to get into town without being met and greeted. Committees go to every train, while all the broad white "pikes" are as carefully guarded by scouts in blue wearing the golden word "Hagerstown," as even in war times past. It is the club's chief aim to see that no wheelman comes without being met and escorted to his hotel if he have one selected, and each man has constituted himself an entertainment committee.

By the way, when one looks round over the fields of wheat and clover already being harvested, it is hard to realize that twenty-seven years ago this was the fighting ground of two great armies, and that every eatable thing in the animal line was nearly exterminated. Williamsport, that at one time came near being the Capital of this broad country, was in those days a mere slaughter-house for which every army happened to hold it. As I was shown to-day the stump of the giant elm tree under which General Robert Lee and his officers one Sunday met and offered up devout prayer for the going down of the Potomac's waters that they might cross into West Virginia, and further on saw the "pike" down which a bold dash of 3,000 Union cavalrymen early one morning guided Longstreet's ammunition trains away from the rebel army, it was difficult to re-enact such scenes in the imagination. Possibly I should not have appreciated this bold feat so keenly if it had been the other side that performed it. But this is of the past, and if I have raked up the dead past it is because a blatant bugler is testing his lips' strength in the court-yard. Such sounds make me feel war-like, and if I ask to be excused while I go down and slay him, I feel sure all lovers of peace and quiet will over-look the act.

FROM NEW YORK TO HAGERSTOWN.

I started to catch the B. & O. 11 A. M. of Monday. All the big guns were to be aboard, and I wanted to be with the crowd. I wanted to buzz Luscomb about the League uniform business, and I wanted Davol to decide some knotty points of racing etiquette. I started with "Jack" and two heavy bags. We arrived at the ferry in ample time, but waiting to gulp down a glass of soda, the gates were closed upon us, and we were left in outer darkness metaphorically, and in utter misery actually. A wee bit of lunch consoled us, and we at last got off on the 2:30.

The ride to Philadelphia is through flat and uninteresting country, and we were more than glad when a party of twenty-six Pennsylvania boys and one Century wheelman, headed by Captain Supplee, boarded our train at the Quaker city. At 7:30 we reached Baltimore and were transferred to a dining car, a palatial dining-room on wheels, secured by Mr. McCarty, of the Pennsylvania Club, who represented the B. & O., and facilitated our transit to Hagerstown.

Rushing along between Baltimore and Washington we stilled the longings of the rapacious inner man, the dinner being above the average railroad service. We never knew what a good healthy appetite was until we had watched Lehman, of the Pennsylvanians, clear off the courses with lightning rapidity, open a few buttons, and sigh cadaverously and ravenously for more.

The ride from Washington to Hagerstown was decidedly unpleasant. It was raining hard—falling in torrents in fact—while we rushed on through the dark, seeing nothing and tired mentally and physically. The Pennsylvanians, among whom were some fair vocalists, whiled away a part of the weary stretches, but they wearied shortly, and for the last hour it was a choice between silent stupidity or listening to "Jack's" stories.

At last the cry of "Hagerstown" glads us, and all fatigue vanishes before the royal welcome we get. We simply fall into the lap of hospitality and in a jiffy we are at the bar and have smiled ten times within a few minutes. We smile with Sam Clark, De Graaf, Le Cato, McFadden, Semple, Dr. Hamilton, Shipsey and a host of others. We get a whole-souled P. W. and P. welcome from Haggerty of the Maryland club.

We are at the hotel Hamilton, and it is once a m. Tuesday morning. The racing men have retired to get into condition for the morrow. Deacon Raisbeck walks the corridor pondering on that new safety of his. President Luscomb, on good terms with himself over the splendid reception

given him, wanders towards the bar with his friend Gilfillan. In the bar-room of the Hamilton, a number of the good fellows who have come for a good time are making merry and fluid hospitality is the watch-word. A negro amuses the crowd with dancing, singing and decidedly clever imitations. The New York Club, numbering twelve, are sharing a love-feast with the Maryland men, and they shout their club cries. The hotel is packed, many private houses are accommodating men, and a seminary near the hotel accommodates many lady cyclists and their escorts.

The Hotel Hamilton is decidedly not a good place to sleep in. In our room were four pressmen—Wills, of the Baltimore Sun, the irrepressible "Jack," Graves, of THE WHEEL, and yours truly. Sleep came not to this aggregation of journalistic intellect. The men in the bar-room continued to make merry; then they wandered to their rooms, still making merry; then they entered their rooms; more merriment. After we had stopped Jack in the middle of one of his Scotch ditties with a well-directed pillow, we dozed off as the fire-cracker bell sounded three, to awake to the noise of a giant ch-ch-crack at 7 A. M. This was our first experience in Hagerstown.

PRESIDENT LUSCOMB'S RECEPTION.

As the evening of Monday drew near the threatening look of things increased, and the wind blew strongly from the southeast—a bad quarter here. At 7:30 rain commenced falling fast enough to cause the wheelmen already assembled to give up all ideas of wheeling to the B. & O. depot to meet President Luscomb. The interested populace and the City Band, which had been waiting patiently under shelter of awnings and trees for an hour or more, drew long breaths of relief when it was at last decided to "move on," and the wheelmen formed in line—Hagerstown Bicycle Club leading—and tramped down Innathan Street, forming in line near the station.

Of course, the train was half an hour late, and when it finally rolled in the darkness was thick enough to cut. Wheelmen had to peer around among the new arrivals by the unsatisfactory light of lanterns and matches, and it was rather a wonder how President Luscomb was disentangled and seated in the four-horse barouche sent to meet him. The march back was around the Square and up Washington Street to Hotel Hamilton, where President Luscomb was welcomed in behalf of the Mayor and City Council in a neat but brief speech by Col. Buchanan Schley. In effect Col. Schley said that everything in Hagerstown was freely thrown open to the wheelmen, but he hoped that they would refrain from poaching on any preserves of hearts already posted by Hagerstown boys.

President Luscomb said in reply that such a reception far exceeded any expectations of his, and such treatment would go down in the League's history as a model for future entertainers. In regard to the timely caution of Col. Schley, he said it must be remembered that many of the wheelmen were already married men, but that he trusted all introductions would be in regular form and vouched for by Hagerstown boys. After the speeches a short reception was held in the rotunda, and many prominent citizens were presented to Mr. Luscomb.

When the Maryland Club marched musically up in lock-step and were formally introduced the spell seemed to be broken, and wheelmen proceeded to demonstrate that they considered the city theirs. Pandemonium reigned, to use a time-worn way of putting it. Tin-horn brigades were formed, and marched up and down the streets; local dealers in fire-works and fire-crackers drove a brisk trade; and even the buglers had to go off by themselves when they wished to test their dreadly instrument's lungs. Small but lively bodies of colored musicians gave short concerts at the street corners, not forgetting the necessary collection at the end. On the 11 o'clock train a large delegation was looked for, and to be in fashion that train was also late. About midnight it finally rolled in, and the weary but patient tin-horn brigade came once more to the front. Arrivals were at once taken in hand by expectant friends and rushed off to register at headquarters and then their respective hotels.

The register was finally closed at 12:30, but the fun did not let up till about 3 A. M.—only to begin again at an unearthly hour Tuesday morning.

TUESDAY, JULY 2—FIRST DAY.

Over 300 wheelmen are now registered, and the list embraces representatives from the following clubs: Maryland, Baltimore, Crescent, Centaur and Chesapeake Clubs, of Baltimore; Cycling Ramblers, of Westminster, Pa.; Potomac Wheelmen, Cumberland; Patapsco Cycle Club, Ellicott City; Eastern Bicycle Club, Pa.; Hudson County Wheelmen; Harlem Wheelmen; Dorchester Cycle Club, Mass.; New Bedford Club, Penn.; Massachusetts Club; Allegheny Cyclers, Pa.; Kittanning Cyclists, Pa.; Apollo Wheelmen, Allentown, Pa.; Chambersburg Wheel Club, Pa.; Prospect Harriers, N. Y.; Ravanna Wheelmen, Ohio; Winchester Cycle Club, Va.; Harrisburg Wheel Club, Pa.; Norfolk Cycle Club, Va.; York Bicycle Club, Va.; Aurora Cycle Club, Ill.; Mt. Carmel Cycle Club, Pa.; Reading Wheelmen, Pa.; Berkeley Athletic Club; Columbia Cyclers; Washington Cyclers; Juniata Wheelmen, New Bloomfield, Pa.; Blennerhasset Wheelmen, Parkersburg, W. Va.; Wisahickon Club, Germantown, Pa.; Columbia Athletic Club, Washington; Boys' Cycle Club, Carlisle, Pa.; Wheeling (W. Va.) Wheelmen; Dayton Bicycle Club, Ohio; Chester Co. Wheelmen, West Chester, Pa.; Boston Bicycle Club; Milton Bicycle Club, Pa.; New Haven Club; New York Bicycle Club; Hartford Wheel Club; New Orleans Bicycle Club; Springfield Bicycle Club; Northampton Wheel Club, Mass.; Ripley Road Club, London, Eng., and many unattached.

The lady members of the League are in greater force this year, and the admiration of all visiting wheelmen. Wherever they are, a surrounding circle of wheelmen soon forms, and a court in miniature is held. Some of them here now are Mrs. Albert Mott, Mrs. Sam'l T. Clark, Mrs. E. P. Hayden, Mrs. C. R. Eisenbrandt and Mrs. J. W. Cummings, all of Baltimore; Mrs. J. Martin, Philadelphia; Mrs. W. I. Wilhelm, Reading, Pa., and Mrs. A. W. Burkheim, Boston. The "Psycho," where ladies ride single safeties, seems to be the favorite mount. In a run of eighteen miles taken yesterday (Monday) to Cearfoss and Williamsport, Mrs. Mott demonstrated her ability to propel her share of the tandem ridden by her and Chief Consul Mott, and was as fresh at the finish as any taking part. Mr. Mott's daughter is said to be one of the coolest and strong-

est riders in the city of Baltimore, and when the whole stable of five wheels is on the road, about all left to take care of things at home is the house.

As the run to Williamsport, called for 3 o'clock, will not occupy the whole afternoon, and it will not do to let things languish, a lantern parade is called at 8:30 P. M., and the sight ought to do the heart of Hagerstown good.

The Overman Wheel Co. have a pretty parlor at the Hamilton, and the open door displays the word "Welcome." Owen, of Washington, has secured rooms close at hand, and in the rotunda there are exhibits of the "Dart" (Washington) and "Courier" (Chicago) Safeties. The H. B. Smith Machine Co. have a store here, in charge of the local Star agent, and a wheelman straying into any of the out-fitters here would almost imagine himself in Perego's or Peck & Snyder's. Anything needed can be bought, and there is a large stock to select from.

Of course, all these local festivities call for expenditure of money, and citizens have not been backward in helping the boys. The gentlemen comprising the Citizens' Committee on Funds are Ex-Mayor Hahn, William S. Hammond, William McCardell, W. L. Keedy, State's Attorney J. A. Mason, and Thomas B. Louth, also of the legal fraternity. Perhaps a feeling of fellow-ship toward President Luscomb, also a lawyer, may account for the interest lawyers here take. Of course, it goes without saying after Col. Schley's speech last evening, that the Mayor and City Council have abdicated until July 5.

Open house is being kept to-day by the Hagerstown Bicycle Club, in their cosy rooms in the Opera House's upper story, and the barrel of sugar contributed by a local merchant is finding its reason for being as a constituent of the barrel of lemonade kept on tap.

Newspaper men are fairly well established here. Howard, of the *Globe*; Wills, of the *Sun*, and Hull of the *American* (both Baltimore), besides the editor of *THE WHEEL* and Purvis-Bruce, of *Bicycle World*, have their eyes on most that is going on.

A component part of "Jack's" outfit is a heavy pewter tankard, bearing the inscription, "To Jack, from ye Anchor at Ripley, Surrey—1888." It has a suspicious, beery look, and, we fear, augurs ill for the ways contracted abroad by our festive contemporary. Not valuable enough for a racing cup, it is hardly needed to quaff the pure water brought to Hagerstown from the distant Blue Ridge.

THE INFORMAL AT-LARGE MEETING.

The Constitution has been so often changed, that the annual business meetings lost their interest, but the President this year inaugurated the idea of an informal meeting for general discussion, and it proved a success.

The meeting was called to order at 10:30 by President Luscomb, at the Hose Opera House, some seventy men being present. The Hagerstown Club orchestra opened with music, after which President Luscomb made a brief speech explaining the object of the meeting, and calling for a free discussion of all subjects presented. The business presented was the various matters handled by League committees, and when members of the committees were not present a free expression of opinion was called for. The subjects presented were as follows:

Rights and Privileges of Wheelmen on the Road; not responded to.

Improvement of Highways; not responded to.

Racing and Its Rules; Mr. H. H. Hodgson, C. C. of Louisiana and member of the Racing Board, read the paper published below, pointing out the impossibility of having successful handicap races under present conditions.

CHIEF CONSUL HODGSON ON HANDICAPPING.

Brother Members of the League of American Wheelmen:

I have been selected to indict you for a few minutes on the subject of racing and its rules. Knowing that you cannot well get out, and that to some extent curiosity detains you, I can refer to the audience as "large and attentive."

My career on the racing path has been long and varied, having been a wheelman for the past four years, and having entered a number of handicap races, yet am I eligible to enter a novice race because track rule No. 27 states that a novice race is open only to those who up to the date of the event have never won a prize. I am yet prizeless; have never been worse than the last man.

I have ridden against time and lowered my previous half-mile record of 2m. to 1m. 59 4-5s. I always take up the rear in all club runs and bring in the dead and wounded, hence my wheel is dubbed the "ambulance," from which it is to be inferred "better late than never," "it is the pace that kills."

As for mileage, this season in six months I have ridden one thousand six hundred half miles, which is not bad for a novice.

I therefore think I am in a position to discuss racing and take for my subject "Handicaps."

My experience for the past four years as judge, referee, handicapper and timer, and a contestant in handicap races, has demonstrated the fact to me that handicaps are as imperfect to-day as they were four years ago.

A handicap race is intended for unequal contestants, where the slow men are given either time or distance handicaps to offset the speed of the faster men. The special inducements seem to be either a large field of starters or a large number of prizes, but I have yet to find a single instance where there was a close finish between a majority of the contestants, which should be the case. On the contrary, the finish is between not more than two or three men, and it is seldom that the slow men get anything; the majority of the contestants are strung all over the track, and if the handicapper has done their proper duty (which I contend cannot be done) all the entries would make a close finish.

I insist that handicaps cannot be made in such a manner that all are given an equal chance. It is all guess-work as far as the handicapper is concerned; he does his best (guessing), but is prevented from making a correct estimate of every man's time by the riders not giving their best time, or not giving it at all; then, here again, there will be guessing.

One rider may give his best time made on a sand-papered track, the other his best time on a track on which horses are exercised; the last man may be the best rider but the track on which he rides prevents better time being shown. But how is the handicapper to know this? Where is there a basis on which to calculate or guess?

Under the circumstances there is neither rule or reason to determine distance or time that should be given to entries in a handicap race, and I challenge any gentleman here to give me a basis or rule on which to work and show me it is otherwise than guess-work.

If there is a handicapper present he can certify as to the general dissatisfaction generally expressed with his work, as the contestants are never satisfied; and they have reason to kick, as the handicapper has been guessing, and guessing is chance.

There is only one mode of running races outside of scratch races, that is, class races. Even class races are not infallible, but a closer basis can be arrived at; then the 3m. man will not contest against the 3:40 man, and when a record is established it can be kept by the official handicapper on record for future reference, very much after the record kept of trotting horses.

The desire to have a large field of starters and a number of prizes is then the only inducement for a handicap race, but it is not, has never been and cannot be made a fair race, as the hand capper, with all his experience and knowledge of racing, cannot do justice to all, and if he fails in one case his work is incorrect, and until some basis can be arrived at on which to figure handicaps will be a matter of guessing, and guessing is not correct.

In a handicap race often the scratch man makes the best time for the distance, yet he is badly beaten by one of the men with a good handicap. If there was a proper basis the scratch man should be within a few yards of the winning man at the finish.

I have no doubt that handicap races; will continue and that numerous prizes will be given, a large field of starters will participate, but the usual kicking will take place and the rank and unfair handicaps will be given, and the guessing continue, and all the figuring and estimating that can be done by the best mathematician cannot make them perfect, the basis will be as far off as ever, and the finish will find three or four men to the front and the remaining riders will be strung out over the track, one man pacing another and some few trying to get a pair of shoes or a bicycle whistle.

I am therefore against handicap races, they are unfair, and time or distance given is purely and simply guess-work.

Gentlemen, I thank you for your attention.

Being called upon by the Chairman, F. P. Prial, handicapper for New York and New Jersey, commented on Mr. Hodgson's paper. He stated that it had been a mistake to have only one handicapper for the entire country, and that had the system of handicappers in different sections been adopted long ago, the system of handicaps would have been more perfect by this time. Under the new system improvement had already been shown, and he referred to the Kings County Wheelmen's races, held June 28-29, as a sample of the improvement, the handicaps having produced some interesting sport. In his opinion, the system of handicapping could not be improved by rule; as race meets become more frequent and the handicapper gets better posted in his district, handicapping would improve. Mr. Prial referred to a new system just being introduced into bicycling, the system of athletic clubs holding out inducements to fast men and thus weakening bicycle clubs. The rich athletic clubs of New York, Brooklyn, Washington and other cities will induce cycle racing men to become members by waiving all dues and initiation fees, and by paying entrance fees and expenses to all the meets. The injurious effect of this system had already been felt on the bicycle clubs, many of which had lost their best men. Mr. Prial suggested that it would be best to settle the question one way or the other; it must be strict amateurism or none at all; no half way measures could be taken.

Mr. Scott, of the Hagerstown Club, responded to the question of "Transportation." In fluent and flowing language he gave the wheelmen welcome, and was rewarded with a three cheers from the Maryland Division, and a proper acknowledgment by President Luscomb.

The following gentlemen then ascended the platform and made a few remarks. W. H. DeGraaf, of New York, denied that he was an orator, but he made a few points, favoring the League taking measures to prevent athletic clubs from paying the expenses of racing cyclists.

Mr. Purvis-Bruce made a plea in favor of the professional. He didn't believe in class distinctions; he believed that the League of American Wheelmen should be in fact what it was in name, and protect all American wheelmen.

Mr. M. L. Bridgman, of Brooklyn, spoke in the same strain as Mr. DeGraaf, and took the same stand as that gentleman. He believed in a strict amateur code, the protection of bicycle clubs, favored the present system of handicapping, and referred to the excellent handicapping of the Kings County Wheelmen.

Mr. W. H. Morrow, a 54-year-old, gray-haired, one-armed wheelman of Ada, Ohio, spoke of his wheel experiences; he grew reminiscent, and his bronzed old face lighted up as he told how he beat that horse up the hill. Always be gentlemen, he concluded, with gentle simplicity; "I have always tried to live by that principle, boys, and I find that it pays."

Chief Consul Mott ascended the platform, was greeted with rounds of hearty applause, and gave a short talk. He was no orator, he said, and then he delivered a little gem of a speech. The meeting then adjourned.

THE MEETING OF CHIEF CONSULS.

At noon the Chief Consuls met in private session, there being present Mott, Maryland; Irvin, West Virginia; Lawton, representing Massachusetts; Hodgson, Louisiana; Bridgman, representing New York. After considerable discussion it was decided that the League uniform system, which was brought up by Massachusetts, who wished to establish her State official League tailor, should remain as in the past. The League had a contract with Browning, King & Co. which must be respected. According to the contract, however, League cloth could be ordered through the League Secretary and be made up wherever the purchaser desired. This decision is liable to cause much dissatisfaction in Massachusetts, but it is a wise disposition of the question. Chief Consuls of States can purchase quantities of cloth from the League Secretary and establish their own State tailoring establishments if they so desire. The point to be observed is that if the League is to have an official uniform, it should be adopted by all the States.

The question of State Official Organs was also discussed. The Bicycling World Company recently developed the idea that their influence with the trade was weakened on account of the publication of official League news in such papers as *THE WHEEL*, the *American Athlete* and other papers which publish official League departments. *The World* people at once demanded that the terms of their contract be lived up to in the strictest sense, and thus the question arose. The meeting was not representative or large enough, and it was decided to hold a further meeting before finally deciding the matter. It was practically decided, however, that chief consuls be requested to discontinue the publication of official notices in the cycling papers. The meeting then adjourned.

THE AFTERNOON RUN TO WILLIAMSPORT.

At 2:30, some 200 wheelmen had gathered in front of the Hagerstown Club-house, to start on the Williamsport run. Safeties were arranged on one side of the street, and ordinaries on the other. A number of ladies were also present. Just as the party was about to start, the clouds opened and let down a flood, accompanied with noise and fire. The crowd waited patiently, but it was fully three quarters of an hour before the downpour ceased.

After the shower, over 200 wheelmen, under command of President Luscomb and C. C. Mott, made the run of six miles in about thirty minutes. Even after so hard a shower the roads were in excellent shape, as the time made gives evidence. Swimming in the Potomac's flow waters, riding across on the ferry and viewing the debris left at the canal locks and bridge by the high water, filled up the time of the stay there, and the whole crowd look much fresher for the jaunt.

In the evening there was an attempt at a lantern parade, but the effort fell flat on account of the poor condition of the streets. The men gathered in the hotel vestibules and discussed the features of the meet, or sat smoking on the veranda. In the bar-room a particularly festive crowd gathered and made Rome howl until the wee sma'.

Thus ends the first day, Hagerstown, July 2.

WEDNESDAY, JULY 3—SECOND DAY.

Wheelmen have been steadily coming in all day and yesterday, and there are now over six hundred registered at headquarters.

About fifty of the Baltimore and Centaur Clubs arrived to-night, and will materially aid in swelling the numbers in to-morrow's parade. Their plan had been to stop over night at the Blue Mountain House, have a dance there, and wheel in to-morrow morning, but rumors of no one being there and a rain that set in shortly after 6 o'clock put an end to any such ideas.

The weather has not been very favorable up to date. Last evening every indication was anxiously watched, and when the moon and stars consented to modestly appear at intervals, great was the joy of wheelmen, and the faces of the Hagerstown boys visibly broadened.

THE LANTERN PARADE.

Slight dashes of rain interfered with the proposed lantern parade, and only some twenty bolder spirits marched up and down with lighted torches and a large cortege of small boys in attendance. Fire-crackers and other noise-producing machines were popular as ever, and the racket appeared to last till a late hour. For quiet-loving people that sort of thing soon loses its charm, and visitors rooming at the more distant Seminary must enjoy a much larger modicum of sleep.

THE RUN TO ANTIETAM.

The principal event to-day until the departure of the train for Pen-Mar, at 2:30 P. M., was the run to Antietam. The start was made from the club-house at 8 A. M., and from then till 8:30 stragglers came along after the main line. The particular pike selected can hardly be described as "sand-papered," for the surface was very rough and stony with new-laid metal. On the way over, about a mile and three-quarters this side of Antietam, R. O. Goodman, of West Hampton, L. I., took a very bad fall, breaking his arm a little above the wrist and badly cutting his face and hands. He was taken to the nearest house and attended by Dr. Griffiths, of Pittsburg.

On this run there was a painful lack of system in arrangements. When the party reached Sharpsburg, no one seemed to know where any point of interest was situated, and none of the promised guides materialized, any more than did the smooth roads.

The first and principal thing was a unanimous "stretch-out" on grass under the trees, for the pace set had been a hot one. When all the party had got along, thoughts of lunch became prominent in their minds, and regarding this there was the same charming uncertainty. Some thought that it would be held in the famous Dunkard Church, a mile and a half back toward Hagerstown, but it was finally discovered at the Antietam House, after some skirmishing around. This proved to be an L. A. W. hotel, and the visitors were evidently expected. Sixty-seven cyclists sat down to a bountiful, country-cooked dinner, and when through but few baskets of fragments could have been taken up. Among the party were three ladies, two *en tandem* and one safety rider, while President Luscomb and C. C. Mott were along to add dignity to the affair. Plenty of time for rest was taken, a return by way of Boones'own was decided on, and the party got as far as the National Cemetery that way. A thunderstorm in the distance, reported to be directly over Hagerstown (of course), rather dampened these plans, and it was finally decided to go down to the nearest station, a mile and a half away, and wait for the 3:44 train to Hagerstown. The road there is being newly macadamized, and the natural surface yet left is wet, clayey, very rough and rutty. Safety riders had much the best of it then, as also on the entire run, but many forced and sudden dismounts were in order. To add to the general pleasure a light shower set in, and made walking much more interesting. We finally captured and invaded the small station, and proceeded to kill time. To fill this particular want two small darkies appeared on the scene, both poor and willing to be more wealthy. One was dubbed "Edwin Booth," from his long mop of curls, and the other was nameless. A collection was immediately made, and those infant performers induced by hard cash to sing songs, dance, wrestle, run foot races over recently-shorn wheat fields and misconduct themselves in divers and various ways. The boys were evidently confederates, and acting with a view to to-morrow being the glorious Fourth. Even money so easily earned seemed, after a time, to pall on them, and it was in vain to try and stimulate the white boys present to bestir themselves in any way. A diversion was effected by a hack-load of girls and young ladies that drove up and were greeted with "When the band plays 'Annie Laurie,'" and the accompanying war-whoop. It was quite an ordeal for them to alight under the scrutiny of so many young men in flannel shirts and knickerbockers. One thing worthy of note is that Maryland's fair daughters seem not to have been at home this particular day on the Antietam pike, or if at home not visible. Not a pretty face was seen on the trip from Hagerstown to Antietam. After that—well, they were not so bad.

At length the train put in an appearance and took back a baggage-car crowded with wheels and a damp and tired crowd of cyclists. As we rolled into Hagerstown the words "Annie Laurie," with tin-horn obligato, apprised us of the departure of the Pen-Mar train.

If our customary shower holds off till the races to-morrow they—the Pen-Mar visitors—will simply have a great time. If wheelmen can be truly said to pray, they are doing that very thing for fair weather to-morrow. For two days now the racing men have been unable to use the track, and nothing but a warm and sunny morning will give them even a trial spin to-morrow. A cold wave is predicted by the New York Herald for the 4th, and no one is objecting to the prospect. If it proves rainy early departures will be made, and as Updegraff puts it, "We shall mortgage the club property—pool-tables and piano—and, leaving another large assessment, start life afresh as a bicycle club."

An additional offer stimulating to fast time is that of the Clermont Knitting Co. of an iron-clad cycle suit to the man making the best time in the half-mile race to-morrow.

All the professions are well represented here, as well as all sections. Very few are fat men; many wear glasses; about one-half smoke, and nine-tenths lubricate their throats with various liquids when dry. "Open house" is kept by the Maryland and Baltimore clubs, and visitors to last year's meet know what that means. The press men from the large dailies who, with the exception of Charley Howard, of the Boston Globe, are not wheelmen, are at their wit's end to get "stuff" enough to make readable columns for their papers, as wheelmen spread out and cover so much space and territory that their movements are hard to trace. The local press, particularly the afternoon Globe, with four wheelmen on its staff, are covering affairs in fine shape, and doing work worthy of more widely-known papers.

To get rid of the annoyance of the wheels that the hotel rotunda fairly swarms with, and give other visitors a chance to sit down occasionally, the Hamilton has erected a shed near by, and their removal there is requested.

The parade is to be at 9:30 to-morrow morning, and wheelmen are all requested to be on hand and form divisions early as 8:30. Safeties are to be wisely given the lead in all divisions. After the customary photo, and a route covering some forty minutes, and previously outlined, the line will disband and return.

At date of writing a gentle rain that goes on as if "it might be for years or might be forever" is causing the hearts of wheelmen to sink within them. As President Luscomb graphically puts it, "Hagerstown, thy name is mud!"

PRESENTATION FROM NEW ORLEANS BICYCLE CLUB.

A pleasant surprise awaited the Hagerstown Bicycle Club when called to order by President Cushman this evening. When drawn up in line, Chief Consul Harry Hodgson of Louisiana addressed the Hagerstown boys, speaking feelingly of the courtesies extended the New Orleans tourists, Messrs. Hill, Fairchild and Fairfax, when on their tour to the League Meet of 1887. He also alluded to further courtesies extended at Baltimore, and in token of the brotherly love and esteem between these widely separated clubs, presented the Hagerstowns with a beautifully embroidered silk banner of the club colors. President Cushman responded in a neat little speech, saying that though not a member of the club at the time the New Orleans tourists were here, he had always heard them spoken of as perfect gentlemen, a fact plainly exemplified in C. C. Harry Hodgson. He called on President Luscomb for a speech, and a short response was made, followed by three hearty cheers for "the President of the L. A. W." The club's rules were temporarily suspended and the New Orleans Bicycle Club placed upon the honorary list. Ex-Chief Consul J. Kemp Bartlett was called for and responded briefly, C. C. Mott having escaped a similar call by timely absence. Captain Updegraff was next called for but pleaded his inability as a speech-maker and was let off easily.

The club rooms wore quite a gala appearance during the evening, most of the visiting lady cyclists being present and inspecting the banner.

THE EXCURSION TO PEN-MAR.

The event of Wednesday afternoon for those who did not go on the run to Antietam was the excursion to Pen-Mar. A special train of six cars left the Western Maryland Depot at 2:30, and climbed up the steep grades of the Blue Mountains until the destination was reached, some sixteen miles from Hagerstown. As the train drew above the sea level, magnificent views were disclosed, increasing in beauty and breadth every moment. Arrived at Pen-Mar the visitors took possession of the grounds. They were of the usual pic-nic order. There was the little open platform and the crude orchestra, which played queer tunes to still queerer dances. There was the photograph man, who arranged you in a group and shot you at a quarter the head. His work was villainous. Then there was the lung-testing man and the man who gave you poisonous cigars if you succeeded in hitting the nigger with the rubber ball. On the west of the bluff was an observatory, from which a magnificent view of the Cumberland Valley was obtained. It encompassed a stretch of sixty miles, the eye taking in many villages, with a background of dark blue mountains. A woodland path led along the bluff to the Blue Mountain House. To this point many people walked, while others drove over in carriages. The party from Baltimore was particularly merry. Arrived at the hotel, a charming view was disclosed. The building is a fine piece of architecture of its style. It is nearly two hundred feet long, and overlooks the valley. The grounds are well trimmed and gardenized, and it is as pretty a mountain resting spot as one could well find. Supper was served at Pen-Mar, and at dusk the wheelmen returned to Hagerstown, arriving in the midst of a driving rain.

This downpour was not of the usual splurge and dry-up variety. It had considerable staying power and it drizzled all the evening. The crowd, having nothing to do, went mischief making. Between 8 and 3 A. M. the band played "Annie Laurie" three hundred score of times, giant fire-crackers were exploded and the P. W. and B. held a midnight session to discuss an important point of its theology.

In the evening a large party of the Maryland Club arrived and spent most of the evening in their club parlors, taking "badges" in the one and singing and making merry in the other. The men got to bed in sections and quiet reigned when Tuesday had pretty well become Wednesday.

THIRD AND LAST DAY OF THE MEET.

THE PARADE.

If frequent discharges of gunpowder have anything to do with causing rain, the wheelmen at Hagerstown have only themselves to thank for wet weather. Since Monday night the firing of crackers and other explosives has been nearly incessant and a pall of gunpowder smoke has hung over the city. At breakfast-time this morning it was raining hard, and the contemplated parade was postponed till 12 o'clock. By that time rain had stopped and a favorable breeze was blowing. Roads were thick with mud in the centre of the city, but in spite of that, some 450 riders in all turned out to face the slippery ordeal of showing them selves.

The shrinking timidity of wheelmen has often been remarked upon, but it is never shown to better advantage than when a parade is proposed. The man who may be the boldest leader in any plan for general devilry, or most successful in keeping people awake, dislikes making a "holy show" of himself on a wheel. The sidewalks were lined with people all along the route, and much envy and admiration was excited as casual wheelmen sped rapidly along the slippery streets to the starting point.

It was nearly 1 o'clock before the parade got under way, the line being formed on Potomac Street near the club-house. The string of glittering cycles and uniformed men extended for over a quarter of a mile. The oldest organizations were given the right of line, the New York Division, which was organized in 1878, being in the lead. Following the Empire State wheelmen were the men from Connecticut, Massachusetts, Maryland, Louisiana, the District of Columbia, Pennsylvania, West Virginia, Ohio, and Virginia. The unattached men, of whom there was quite a brigade, brought up the rear under charge of President Cushman, of the Hagerstown Bicycle Club.

President Charles H. Luscomb was Grand Marshal, and Chief Consul Mott Adjutant and Chief of Staff. The aids who carried out their directions were M. L. Bridgman, S. W. Wallace, Merrihew, H. H. Hodgson, C. E. Learom, Wm. J. Gilfillan and Sanford Lawton. The route was the same as that previously given, and included all sorts of streets and grades.

CLUBS IN LINE.

These clubs were represented in line, with the following captains: New York Bicycle Club, J. McFadden, captain; Waiontha Club, Richfield Springs, August Kinne; Mercury Wheel Club, Flushing, L. I., L. A. Clarke; Manhattan Bicycle Club, C. A. Sheehan; Northampton, Mass., Wheel Club, L. B. Graves, acting captain; Maryland Bicycle Club, Baltimore, E. F. LeCato; Baltimore Cycle Club, W. A. Black; Hagerstown Bicycle Club, George F. Updegraff; Crescent Cycle Club, W. S. Callaghan; Cycling Ramblers, Westminster, C. E. Fink; Centaur Cycle Club, Baltimore, Henry Ehrman; Chesapeake Bicycle Club, Baltimore, Wm. Holland; Potomac Wheelmen, Cumberland, A. C. Willison; New Orleans Bicycle Club, H. H. Hodgson; Washington Cycle Club, E. B. Curry; Columbia Cyclers, Washington, H. A. Lammond; Capital Club, Washington, H. N. Low; Mt. Vernon Wheelmen, Philadelphia, J. A. Scott; Columbia Cyclers, Philadelphia, H. E. Mole; Harrisburg (Pa.) Wheel Club, George Ives; Century Wheelmen, Philadelphia, W. G. Speier; Allegheny Cyclers, Pittsburg, C. C. Taggart; York (Pa.) Bicycle Club, W. P. Swartz; Pennsylvania Bicycle Club, Philadelphia, W. D. Supplee; Waynesboro (Pa.) Cyclers, E. D. Tahrney; Milton (Pa.) Bicycle Club, B. Galbraith; Blennerhassett Wheelmen, Parkersburg, W. Va., E. Nelly; Winchester, (Va.) Cycle Club, A. S. Allen; Norfolk (Va.) Cycle Club, W. J. Stanworthy. The unattached men represented clubs from nearly all over the Eastern and Central States. The Baltimore clubs showed up in fine style, and their riding was much admired. The Maryland had about 60 men in the parade, the Baltimores 50, Crescents 35, Chesapeake 18 and Centaurs 15, with a total strength from that city of 178.

Among the lady cyclists in line were Mrs. Albert Mott, Mrs. Victor Emerson, Mrs. U. T. Slee, Mrs. E. P. Hayden, of Baltimore; Miss Mamie Mayberry, of Hagerstown; Miss Adelaide Raisbeck and Miss DeGraaf, of New York; Mrs. A. W. Burkholm, of Boston, and Miss Schaff, of Chambersburg, Pa. Nearly every window along the route, from which a good view could be obtained, was crowded with spectators. W. H. Morrow, the one-armed cyclist from Ada, O., who left the best part of his upper left member upon the field of Chancellorsville, was the recipient of an ovation all along the line.

The following statistics regarding numbers of different types of wheels in line are interesting, as showing the steady growth in favor of the safeties: Stars, 20; Springfield Roadsters, 9; Tricycles, 9; Double or Tandem Tricycles, 9; Tandem Safeties, 6; Ordinary or Crank Wheels, 101; Safeties, 194, divided as follows: New Rapids, 20; Ramblers, 11; Victors, 45; Columbias, 60; Psychos, 23; miscellaneous, 26. Proportions on a larger scale are as follows: Uprights, Stars and Springfield Roadster, 220; Safeties, all kinds, 194; Tricycles, 9; Double Machines, 15. Four hundred and thirty-eight machines were in the parade, carrying four hundred and fifty riders.

The parade wound up at the Fair Grounds, where W. B. King photographed the cyclists in a group with their wheels stacked in front of them. The grand stand served as a background. Photos were also taken of the Maryland Division and the Hagerstown Club. Lemonade in large quantities was rapidly disposed of, and the return made to town in a go-as-you-please sort of style by the hungry crowd. At the Hamilton the service was very slow during this last day, and many complaints were heard at the tables. Not enough boarding-houses seem to have been utilized, all visitors preferring to crowd into one hotel. They have been divided up in about these proportions: Hamilton, 300; Baldwin, 150; City, 75; Franklin, Mansion and Seminary, 50 to 60 each the rest being with friends or at private boarding-houses.

The League photos are said to be very clear-cut and satisfactory, and orders will be filled fast as received by Mr. King. The price of the large size, 24 inches, is \$1.75, 75 cents cheaper than usual; and the smaller ones, 11 inches, only 75 cents. We understand these prices include mailing.

RACES AT WASHINGTON COUNTY FAIR GROUNDS.

By four o'clock, the time finally set for the races to begin the sky was bright and clear, and a light south-west breeze was blowing. With the track a little dryer, conditions

would have been nearly ideal for fast time. The Blue Ridge, hazy with hot airs in the far distance, lent a charming perspective to the view from the well-filled grand stand. From all vantage points outside, spectators were taking in the races free of charge, and many carriages were drawn up among the lookers-on. The race officials were as follows: Referee, C. H. Luscomb; Judges, Albert Mott, Baltimore; Ed. Le Cato, Baltimore, and H. Hodgson, New Orleans, La.; timers, Will H. Dotter, Phila., W. H. De Graaf, N. Y., E. P. Hayden, Baltimore; starter, Sam'l T. Clark, Baltimore; clerks of course, Harry B. Irvin, Hagerstown, M. L. Bridgman, Philadelphia; scorers, Messrs. N. H. Carr, Balto., N. B. Schmidt, Woodstock, Va., F. P. Prial, N. Y. Previous to the races beginning, which was not till fully five o'clock, many wheelmen rode around the track to help harden the surface, and numerous spurts between well-known men took place, encouraged by the wheelmen in the grand stand. A Kodak fiend in line with the starters occupied the quadrant trike that carried a small brass cannon, used as a signal for starting. For one thing a kind Providence be praised, the city band could not play. "Annie Laurie," having left their music of that beautiful melody at home.

Following is a summary of events run off, in their regular order:

ONE-MILE NOVICE.

The push off was not very good in this. V. L. Emerson of Baltimore, led at the half mile by a long distance, with Ash, also of Baltimore, second; and Schmidt a bad third. Emerson won with ease in 3m. 24s., with Ash second in 3m. 40 1-2s.; Schmidt falling out.

ONE-MILE L. A. W. CHAMPIONSHIP.

Seven starters faced the tape in this. At the first quarter, W. H. Benton, of Washington, led in 48s., Isaac Hinds, of Baltimore, at the half in 1m. 40s., but A. B. Rich, of New York, went ahead at the three-quarter. He could not hold the place though, and A. C. Banker won easily in 3m. 8s.; W. E. Crist, second; Wilhelm, third; Rich, fourth, and Phil Brown, fifth.

ONE HUNDRED YARDS SLOW RACE.

Only three entered for this, all from Hagerstown. Messrs. Lechluder and Emmert fell off and out; and H. E. Dayhoff won in 2m. 36s., riding straight and steadily to the finish.

A HALF-MILE DASH.

This was to have been in three heats but only six entries appearing, it was consolidated into one heat. Benton, Hinds, Wilhelm, Barber, Brown, and W. D. Banker entered. The race management must be criticised as being very slow, fifteen to twenty minutes elapsing between each race. Dressing-rooms were about an eighth of a mile way. Phil Brown led at start and Banker went ahead at quarter, time 44s. Wilhelm won in 1m. 28 1-5s.; Phil Brown, second; L. J. Barber, third. Hinds claimed a foul from Brown, but the protest was not allowed.

FANCY RIDING BY THEO. FINLAY, OF SMITHVILLE, N. J.

This was well received, but a second exhibition, to have come off later, had to be declared "off" on account of lateness of the hour.

TWO-MILE HANDICAP L. A. W. CHAMPIONSHIP.

In this race it was noticeable that the Clerks of Course were remiss in duties, for too many people were on the track and in the way. Five men, Hinds (250 yds.); Ash (250 yds.); Barber (70 yds.); Killiner (250 yds.), and L. L. Clarke (145 yds.) entered, with none at scratch. With such a condition of things the 70 yds. man should have been placed at scratch, and the others moved back accordingly. Ash was first at the half, Killiner second, Hinds third and Clarke overhauling them rapidly. At the first mile they were in the same order, and at the mile and a half Ash led, with Hinds a close second. Here Hinds tried to pass on the inside, and ran into the picket fence, taking a bad fall and being practically out of all events after that. Evidently he was rattled by a narrow escape from a fall above the tape, where Clarke was fouled by Killiner and his racer spoiled. Clarke pluckily mounted another wheel and rode it out. His claim for a foul against Killiner was allowed, and he was given second place.

ONE-MILE TRICYCLE, L. A. W. CHAMPIONSHIP.

There were but two entries for this—Emerson on a Racing Quadrant, Brown on a Roadster of the same make. Emerson led from the start, making the half in 1m. 39s., the mile in 3m. 20 2-5s. Brown loafed down to the half, and was ordered off the track by the referee.

ONE-MILE SAFETY, L. A. W. CHAMPIONSHIP.

There were five starters in this. Larom, of New Haven, led. At the half Larom, Crist and Pickett were respectively first, second and third. W. E. Crist won, after a sharp struggle with Wilhelm, in 3m. 5 1-5s.; Wilhelm second, Pickett third, Larom fourth. This was a pretty race, and Pickett would have made a better showing but for slipping his pedals.

ONE-MILE TANDUM SAFETY.

Three tandems started, Crist and Brown on one, Banker Brothers on another and the third manned by Emmert and Dayhoff, both of Hagerstown. This latter pair should have received a liberal handicap. Banker Brothers took the lead and were never headed, making the half in 1m. 25s.—record on track in this country for that distance. Crist and Brown fell out at the half, and the Hagerstown boys rode to a finish, though standing no show. Winning time was 3m. 12 1-5s., and might have been better with a good team to push the Banker Brothers.

ONE-MILE TEAM RACE.

Teams of three men each entered from the following clubs: Penn Club, of Reading, Pa., and Berkeley Athletic Club, of New York; the Baltimore and Washington teams falling out. Berkeley led at both the half and mile with two men, Rich and Banker, and scored twenty-seven points against the Penn Club's fifteen. Time made, 3m. 2 2-5s.

If criticism is to be made, it is that things were a little slow and amateurish, and lacked the necessary "snap." Arrangements for the spectators and press were convenient. Lemonade flowed freely—as often as the juvenile son of Ham could be induced to bring a painful—and hundreds of copies of the souvenir number of THE WHEEL lent a piquant touch of color to the ranks of spectators. It is pleasant to chronicle the fact that the Hagerstown Club will not lose money, even with all the bad weather experienced.

SCENES DURING THE EVENING OF JULY 4.

The proposed "smoker" was transferred from the Seminary Campus to the Hose Opera House, on account of dampness of the trees and grass at the Seminary grounds. A plentiful stock of clay pipes, tobacco and lemonade had been provided, and after several hundred dollars worth of fireworks had been let off at Market Square the wheelmen began to pour in from the crowded streets. The City Band soon filed in and took seats on the stage, and for an hour rendered popular overtures, polkas and waltzes, while the happy crowd danced up and down the open space. Many were arrayed in tennis caps and blazers loud enough to banish sleepiness from any one present. Impromptu accompaniments were executed on calliopes and vocaphones, and ladies and children peered in through the wire netting at the window to see the animals "perform" at a safe distance. The few lady cyclists that had wandered in soon withdrew to the more retired dress circle and private boxes, and were interested spectators of the frolics.

Dancing was carried out with much spirit, and all lacking was the presence of the fair sex for partners.

At about 10:30 President Cushwa called the crowd to order, and soon as that difficult feat had been accomplished stated that President Luscomb wished to say a few words to those present and briefly bid them good-by. Three cheers were given for Cushwa, and Mr. Luscomb ascended the stage. In his remarks he spoke of this Tenth Annual Meet being an absolute success, in spite of discouraging weather. To the unattached wheelmen present he said there could now be no doubt of the many advantages of belonging to the L. A. W. The spirit of brotherly friendship had never been more manifest than at this particular meet, and the boys had pulled together through everything. Over 200 new members was already one good result, and the cycling boom must not be permitted to languish in Maryland. What it needed, said he, was "whooping up," and to judge from what he had seen, no men in the world were better qualified to "whoop it up" than these same Maryland boys. He then said that he should go home with the most kindly feelings toward all present, and bade all a regretful good-by.

Three cheers were given for President Luscomb, the L. A. W., and Hagerstown generally.

A large body of cyclists left at midnight on the B & O special, some intending to stop off at Washington and ride out to Cabin John Bridge and take breakfast there. Many were left off at Baltimore, but a lively crowd of some twenty took care that no one should feel homesick for lack of fun in general all the way to N. Y. City. It was long after 1 A. M. before any one had much sleep, as figures in airy raiment flitted up and down the aisles, filled pillows at each other, and kept things well on the move till the lights were put out.

Through some unaccountable error the baggage car, containing the wheels was side-tracked at Wayne Junction the next morning, July 5, and great was their owners' disgust. Mr. Newbourg at once telegraphed to have them forwarded to New York, but a wait of some hours was necessitated before they were received.

KINGS COUNTY WHEELMEN'S RACE MEET.

The first day's races of the Kings Co. Wheelmen were run off Friday and Saturday, June 28 and 29, at Washington Park, Brooklyn. The track was in excellent condition, and some exciting races were run. The large audience usual at the K. C. W. races was absent on the first day. The second day was a big improvement on the one preceding; the audience being large and demonstrative, and the meet declared a success. Following is a list of the events run off on both days:

FIRST DAY, FRIDAY, JUNE 28.

One-mile Novice, for K. C. W. members.—J. Bensinger, first; J. P. Stevens, second. Time, 3m. 17 3-5s.

One-mile Handicap—First Heat—A. A. Zimmerman, Freehold, N. J., 70 yards, first; F. B. Hesse, K. C. W., 55 yards, second; H. O. King, K. C. W., 65 yards, third. Time, 2m. 57 1-5s. Second Heat—L. L. Clarke, Berkeley Athletic Club, 65 yards, first; C. M. Murphy, K. C. W., 55 yards, second; W. F. Murphy, K. C. W., 45 yards, third. Time, 3m. 0 1-5s. Final Heat—Hesse, first; W. F. Murphy, second; Clarke, third. Time, 3m. 1 1-5s.

One-and-a-quarter mile Ride and Run.—The men alternately rode and ran a lap, pushing their wheels with them. R. W. Steves, K. C. W., first; W. W. Taxis, Athletic Club, Schuylkill Navy, second; H. A. Kellum, Newark, third. Time, 5m. 23 1-5s.

Two-mile Handicap (twelve starters).—A. A. Zimmerman, Freehold, N. J., 105 yards, first; C. M. Murphy, K. C. W., 80 yards, second, and J. Bensinger, K. C. W., 125 yards, third. Time, 6m. 17 2-5s.

One-mile Boys' Race.—A. H. Feldmeier, Brooklyn, 4m. 44 1-5s.; C. Jackson, Brooklyn, second.

Two-mile Safety Handicap.—W. F. Murphy, K. C. W., 70 yards, first; W. Neuman, K. C. W., 150 yards, second; and W. G. Class, B. A. C., 110 yards, third. Time, 7m. 21s.

Five-mile K. C. W. Championship.—W. F. Murphy, first; R. L. Jones, second; and W. R. Steves, third. Time, 17m. 29 1-5s.

Match Race.—W. F. Murphy rode four, while P. D. Skillman ran three, and T. G. Sherman

walked two miles. Murphy won easily in 14m. 9 4-5s. Skillman stopped at two miles, covering it in the fast time of 9m. 59s. Sherman stopped at a mile and a half.

SECOND DAY, SATURDAY, JUNE 29.

One-mile Novice.—J. Bensinger, K. C. W., first; R. Miller, Brooklyn, second; W. C. Heydecker, New York Bicycle Club, third. Time, 3m. 17s.

One-mile Handicap.—First Heat—F. B. Hesse, K. C. W., 55 yards, first; W. W. Taxis, Athletic Club, Schuylkill Navy, 35 yards, second; L. L. Clarke, Berkeley A. C., 65 yards, third. Time, 2m. 58 3-5s. Second Heat—C. M. Murphy, K. C. W., 55 yards, first; J. Bensinger, K. C. W., 70 yards, second; W. F. Murphy, K. C. W., 45 yards, third. Time, 3m. 3-5s. Final Heat—Taxis, first; Hesse, second; C. M. Murphy, K. C. W., third. Time, 2m. 59 4-5s.

Two-mile Handicap, Brooklyn Bicycle Club Members.—F. B. Hesse, K. C. W., 85 yards, first; R. L. Jones, K. C. W., 150 yards, second; W. Schumacher, L. I. W., 40 yards, third. Time, 6m. 14 4-5s. Second Heat—W. T. Murphy, K. C. W., 80 yards, first; C. M. Murphy, K. C. W., 95 yards, second; W. W. Taxis, Athletic Club, Schuylkill Navy, 50 yards, third. Time, 6m. 24 2-5s. Final Heat—W. F. Murphy, first; Taxis, second. Time, 6m. 22 1-5s.

Two-mile Safety Handicap.—W. F. Murphy, K. C. W., 70 yards, first; W. F. Class, B. A. C., 110 yards, second; W. Neumann, K. C. W., 150 yards, third. Time, 6m. 49 1-5s.

Three-mile Team Race.—Each club entering four men. Berkeley Athletic Club, Messrs. Banker, Schaefer, Class and Clarke, 36 points; Kings County Wheelmen, Messrs. Brown, Murphy, Steves and Hesse, 30 points. Banker finished first in 9m. 50 4-5s.

Two-mile Tandem Handicap.—J. F. Borland and F. Coningsby, B. B. C., 175 yards, first; W. F. Murphy and C. M. Murphy, K. C. W., 125 yards, second. Time, 6m. 18 4-5s.

Three-mile New York State L. A. W. Championship.—A. C. Banker, Berkeley A. C., first; F. G. Brown, K. C. W., second. Time, 10m. 2-5s.

RACES AT EAST HARTFORD, CONN., JULY 20:

The eighth race meeting of the East Hartford Wheel Club will be held the 20th of July, at 3 P. M., on the East Hartford Bicycle Track. Programme as follows: One-mile, East Hartford, championship; half-mile, handicap, open, in heats; two-mile, handicap, open; half-mile, novice, open; one-mile, 3:20 class, open; one mile, open; one and a half-mile, lap, open; one-mile, 3:30 class, open; relay race, open to all clubs, teams of five men; one-mile consolation. Rules and regulations governing these races are as follows: All races are for amateurs only. No one will be allowed to use a wheel weighing less than thirty-five pounds. L. A. W. Rules to govern all bicycle races. Any competitor guilty of careless or reckless riding in a race will be disqualified in that race, and is liable to be for the following races. The arrangements of the heats in the handicap will depend upon the number of entries. Not more than five riders will be started in any scratch race at once. Should there be more than that number, trial heats of half a mile will be run. Time limits will be placed on all scratch races, and class races will have to be won in the class-time or better. The time limit will be governed by the state of track and weather. Club and East Hartford riders only will be allowed to compete for the East Hartford championship. Rover Type Safety machines will not be allowed in regular events. Handsome prizes will be given in every event. The Committee reserve the right to reject any or all entries. Entries close July 16th. No entry accepted without fee. Entrance fee for Relay Race, \$1.00. All other races, 50 cents each.

Ralph Temple, the well known cycle rider, arrived in Boston from Chicago July 1. For the past six months he has been connected with the Western Arms Company. Temple goes to England on business connected with this firm. He intends to make a thorough study of cycle construction. While attending to this, he did not deny that he would engage in racing should an opportunity present itself. He is looking remarkably well, and has kept himself in condition by riding with the Chicago clubs on the roads about that city. He was to sail on the Adriatic from New York July 3, and expected to be away six months.

T. A. Carroll, ex-President of the Lynn Cycle Club, who has received an appointment as special expert on labor matters in the National Bureau of Statistics and was to report July 1, has had the date extended to July 6, and will remain in Lynn a few days longer.

ST. LOUIS.

The marriage of Percy Stone to Miss Iola Seales took place last Tuesday afternoon at 6 o'clock, at Christ Church Cathedral. The friends of both parties turned out in force, and the spacious edifice was well filled. Ab Lewis officiated as best man and escorted the bride, who looked charming, to the altar. A reception, to which only the bridal party and relatives were invited, followed the ceremony. Percy is to be congratulated. His bride is pretty, amiable and sensible, and their many friends here and elsewhere all join in wishing them long life, happiness and prosperity.

Harry G. Stuart, for a long time L. A. W. representative for the Kansas City District, but now a resident of California, was married on Thursday last at Paris, Mo., to Miss Bina Pitts, of that city. They will reside in Los Angeles, and the best wishes of their friends go with them.

I would have liked to scare up a few more weddings and made this a matrimonial number, but though there are any number of eligibles, none of them, so far as I can learn, have had the luck—or nerve, maybe!—to catch on. I have my eye on two or three, however, who will surprise the boys before long, if there is any dependence to be placed on the usual signs.

As the date for the Division Meet approaches the crowd of promised attendants increases, and everything points to the most successful meeting the division has ever had. Consul Kelley has worked indefatigably, and deserves great credit for what he and his associates have accomplished. He reports all the arrangements completed, and the only thing now needed to insure success is for a generous weather clerk to give us fair skies. A dozen or more of our local riders are training every night on the new track, with the evident determination of scooping in all the prizes in the races, and if Lumsden only stops at home they may do so. It is expected, however, that he will be on hand, and we will welcome him, even if he does wipe up the ground with our fast men.

The *Post-Dispatch* had an announcement in its local columns Tuesday evening that an important meeting of the Track Association would be held that night to make all arrangements for the tournament to be given in August, but Secretary Child said he knew nothing of it, and none of the members had notice, so far as I could learn. Possibly the party who put the notice in the paper thought his presence there would be quite sufficient.

As I intimated in my last letter, the challenge to Greenwood from the Chicago party turned out to be a "fake" pure and simple. The challenger never rode a bicycle, and, as Bob Garden writes, "he has lived in Chicago all his life, and it is reasonable to assume, has never seen a hill." Some friend of his wrote the letter as a joke. So Ingalls will keep his dollar after all, and

"Prostrate lies the shattered ruin of our hopes."

ITHURIEL.

TACOMA, WASHINGTON.

I regret to announce that the committee in charge of the Fourth of July tournament, has finally decided to reconsider the subject, and accordingly have reported that no races would be run on that day.

The great conflagration in Seattle three weeks ago is the principal reason for this change of programme. Arrangements have been made to have a grand celebration both in Tacoma and Seattle on the Fourth, and liberal appropriations were apportioned for the cycling entertainment. But the Council voted to turn the entire appropriation over to the Seattle Relief Bureau, for the benefit of the sufferers.

However, we are not going to get left while we have strength enough to assert ourselves, and have therefore decided to carry out the following programme on the Glorious Fourth. In the morning a run will take place, in which all visiting cyclists will participate. It has not yet been decided what point we will favor, but ample arrangements will be made in due time to secure sufficient refreshments for all. In the afternoon there will be a hill-climbing contest in the city, probably on Ninth Street, and an exciting climb will be the result, as all of the boys are good strong riders. At 8:30 p. m. a Japanese lantern parade will take place, and at 9 o'clock a bicycle entertainment will be given in the Opera House, the programme consisting of an exhibition of fancy and trick riding by Prince Wells, slow races, obstruction races, amateur fancy riding, club drill and other athletic performances, concluding with a dance.

Mr. Dorsey, a Canadian wheelman, arrived in this city last week with his safety, having traveled from Victoria, B. C., on his wheel via Yale and Whatcom. He stopped in to see the boys at Prince Wells' agency, and told many interesting tales of his numerous experiences, some of which were very thrilling. One afternoon, while riding through a thick wooded valley, Mr. Dorsey met a good size bear, which was off the road, a few feet from the side path, and naturally felt somewhat uncomfortable. Mr. D. stopped and dismounted, whereupon Mr. Bruin sat himself down and quietly took in the situation—possibly cogitating in his active mind upon the apparent advantages of the safety over the ordinary. But as Mr. D. started to take advantage of Bruin's recumbent attitude, the bear also rose, showing that if Dorsey was ready to start the hostilities, he could be accommodated. As the sun was fast setting, our hero felt somewhat uneasy, and finally decided to make a detour, which was done, successfully eluding the cause of detention. It was evident that the bear had recently feasted, for otherwise Dorsey would probably have suffered a similar fate to that experienced by some lumberman a short time since. His other adventures were not quite so interesting as the above, but still sufficient to make his hair stand on end and cause his heart to flutter.

Mr. Dorsey is now on his way to Portland, Oregon, where he will probably make a short visit, and then go further South and possibly into California.

Tacoma claims two more lady riders this week, both of whom are doing well in the management of the safety. There are several others who will join the ranks as soon as their wheels arrive.

For the past two weeks none of the boys have seen Ed. McCoy, and all have arrived at the conclusion that he is off somewhere, practising daily for the race, that were to have taken place or for the hill-climbing contest.

The other boys are all doing more or less riding, and will be in good shape for the contest on the Fourth. Prince Wells, Thompson, Halsted and Hays should make a good fight for the first prize—with Wells the favorite. Halsted has not decided whether to enter the contest on a "Star" for ordinary, but will decide in a few days.

"Pop" Cristie is now one of the boys and can stay with the crowd on any ordinary run.

A few days ago a bicycle was sold to an Indian, who lives on the Reservation, and he intends teaching several of his brother "bucks" to ride. The first thing we know, the Indians will challenge some of the club boys, and then look out for some fun.

SNOHOMISH.

LANCASTER, PA.

"There's a woman in it." That's it, exactly. The ladies' bicycle has come to Lancaster, and has come to stay. For there's a woman in the saddle. In other words, some of our most respectable ladies have determinedly taken hold of the frisky steed and have it under control, and now manage it to their own infinite delight and to the open-mouthed wonderment of the Van Winkles of either sex. The cycling fever is spreading amazingly, and it is astonishing how quickly the ladies learn to ride. And having learned, their enthusiastic expressions are limited only by the dearth of English adjectives. "Lovely," "Heavenly,"—well, I will not attempt to repeat. The fact of the matter is that girls have long since realized the need of just such exercise and recreation as the wheel affords, and to which they are as justly entitled as are their big brothers, or any other girl's brothers; but—and this was the sticking point—who should make the start?

After some experimental riding on the tricycle, tandem trike, and eventually on the bicycle, by the wives of some of the dealers, Miss E. was induced to go, just to see. She came, saw and was conquered. But she was soon herself a conqueror, and was able to spin around the floor of the riding school at a lively gait. Her friend Miss B. followed and was equally successful. Then came Mrs. G., who already rides splendidly. So there you are. The start is made. About fifteen others have the fever badly, and I shall not be surprised at an early formation of a lady bicycle club of Lancaster, Pa.

The first mentioned two ladies have already been out on the road, and are quite able to take care of themselves. But they don't propose to do so. Of course not. This requires no explanation in a locality where there are so many gallant wheel-men. I suppose the ladies will have to hear occasionally what Mrs. Grundy has to say, but they are away and above being affected by any invidious remarks, as these are well understood to be, in most cases, what are denominated "sour grapes." Be that as it may, the ladies have certainly taken a step in the right direction. Any respectable movement that tends to their physical development and the consequent improvement of their health is commendable and worthy of all encouragement. I notice that some of the ablest of our periodicals are seriously considering this matter. From a well-written editorial in the *Lancaster New Era* I quote:

ATHLETICS FOR WOMEN.

Why is it that as a rule athletic amusements are provided only for men? In these times every college and high school has its gymnasium where boys and young men may indulge in all manner of physical exercises. And there is nothing to which the youthful male takes more kindly than to these games, sports and exercises intended to develop the body. But when we come down to girls and young women we find that very little has been done in this direction, and yet it is notorious that the average woman of today stands a good deal more in need of this kind of development than the opposite sex. A mere glance at the young women one encounters on the streets is sufficient to prove this. It is rarely that one sees that physical robustness noted in the women of England and the continent of Europe. Frail, pale and delicate is the style in which by far the great majority are found. Although on the street a good portion of the time, their feet are "cribbled, cabined and confined" in shoes not intended seemingly for wear outside the parlor. The English woman thinks nothing of walking her ten or fifteen miles daily, but she does it in strong, stout shoes, intended to protect the feet and do serviceable work. Of course, there are many young women who are the picture of health, robustness and endurance, but they are far fewer in number and furnish a striking contrast to their pale-faced sisters, who outnumber them ten to one.

And again from the *Business Women's Journal*:
MUST WOMEN BE INVALIDS?

RATIONAL DRESS AND PLENTY OF EXERCISE BETTER THAN MEDICINE.

It would surely be time well spent for such women to learn some of the laws of health and wisdom to obey them. The first requisite for this work is for them to disabuse their minds of the idea that women are by nature feeble, and that efforts to change the prevailing conditions are futile, because contrary to natural laws.

It would seem to have been demonstrated times enough to satisfy any reasonable person that if women would treat themselves rationally, vigorous health would be easily within their reach; indeed, their present condition, notwithstanding the many ways in which they outrage their bodies, prove that they have great powers of endurance.

A HOPEFUL STATE OF THINGS.

There are, nowadays, many women who persist in believing that invalidism was not the original intention in their creation, and that their misfortunes are caused by art and not nature, their own mistakes and not the Creator's. This is a hopeful state of things; for when we begin to look earnestly for causes, there is reason to believe that remedies, or, better still, preventives, will be forthcoming.

TROUBLE BEGINS IN GIRLHOOD.

It is beginning to be understood that the trouble commences far back in girlhood, when the child exchanges for indoor occupations rolling hoop and playing tag, and other amusements which exercise the muscles in the fresh air at the same time that they keep the mind pleasantly occupied. At this period the rational dress of childhood gives place to corsets and tight dresses, and instead of an abundance of exercise and air they too often sit in a heated room from morning until night, crocheting, sewing or reading, eating their meals irregularly during the day, and nibbling candy at convenient intervals. When they go out of doors it is for a short, slow walk, and their exercise consists in a dance, which perhaps lasts all night.

With no aim in life except to kill time and to amuse themselves, is it any wonder that their health fails?

These are serious subjects, well considered, and the remedy rests greatly with those most interested—the ladies. Let them be up and doing, without regard, so long as they are doing right, to what this one or that may say.

All honor to those who know the right, and, knowing, dare to do.

July 1, 1889.

TENTONE.

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We call special attention to our new circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

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Send size of Waist and Hip.

Holmes' Thigh Stocking.

The attention of the Wheelmen and the trade is kindly called to our new Thigh Stocking. The enclosed cut gives a correct description of this stocking and its design, and needs no argument to show that it is the best thing that has been made for holding the stocking in position. They are Ribbed, Jersey-Fitting and very elastic, regular made, double heel and toes. The form and proportions of the foot, heel, toe, ankle, calf and leg are perfect, as represented in the cut, and there is no better made or better fitting stocking in the market. The part above the stocking for holding it in position is made of cotton, and comes up and fastens around the waist same as tights, and holds the stockings where they belong.

Price, \$2.50; without
Supporter, \$1.50.

Send us your order for either of these, with color, size of foot and inside length from bottom of foot to crotch, and post-office order for amount, and we will send same by mail or express to any part of the country; and if you do not find them satisfactory, return them and we will refund amount paid for them. Address,

HOLMES & CO.,
109 Kingston St. BOSTON, MASS.

“What did the Band play?”

AT HAGERSTOWN AT THE L. A. W. MEET ??

Why, it played “Bonnie Annie Laurie,” and the visitors say it played it well. They also say that the Maryland boys were un-corkers, and the **WHITE FLYERS** corkers from away back.

Agents for our wheels wanted in every town and city in America.

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RACES AT BOSTON ON THE FOURTH.

The bicycle races at Franklin Park, July 4, proved an attractive feature of the day. The winners were as follows: One-mile Novice, A. K. Cressey, Newton; time 2m. 41s. One-fourth Mile, open, J. Berlo, South Boston, first, 34 4-5s.; J. Clark, Dorchester, second. One-quarter Mile for Safeties, Berlo, first, 37 2-5s.; A. P. Benson, Dorchester, second. One-mile Handicap, H. G. Andres, Hyde Park, 200 yards, 2m. 16 1/2s.; B. R. Felton, Somerville, 200 yards, second. One-mile Safety Handicap, A. W. Porter, Newton, 75 yards, 2m. 25 2-5s.; G. West, Boston, 100 yards, second. Consolation Race, One-mile, E. J. Clark, Dorchester, 2m. 38 2-5s.

RECORD BREAKING IN ENGLAND.

W. C. Jones beat the two miles safety record on June 15, at the Kildare B. C. sports. Morris, who was on 40 yards, went easily until caught, and then pulled Jones along. The latter stayed behind Morris a bit too long, but when he did pull out in the fifth quarter he went along grandly. In the seventh quarter, coming up the straight, two men fell in front of him, and he had to ease, but happily he escaped a fall, and, coming inside the wrecks, went on and beat amateur record easily. Times: Quarter, 41s.; half, 1m. 19 3-5s.; three-quarters, 2m. 4-5s.; one, 2m. 44s.; one and a quarter, 3m. 26 4-5s.; one and a half, 4m. 4 1-5s.; one and three-quarters, 4m. 45 1-5s.; two, 5m. 26 3-5s. Previous record, Herbert E. Laurie, 5m. 31 3-5s. Professional record, S. G. Whittaker, 5m. 24 4-5s. S. F. Edge and F. J. B. Archer also beat the tandem flying quarter record on an "Olympia" tandem, covering that distance in 35 4-5s., the previous record being 38s., standing to the credit of Messrs. E. B. Turner and E. Kiderlen. Both records were timed by Mr. G. Pembroke Coleman, official timekeeper, N. C. U.—*Bicycling News*.

A THRENODY ON GEORGIAN ROADS.

Not smooth? What can you want? A billiard table surface? Try a few miles of our sand or one or two of the "bumps" that we Georgians call hills, and go back to your good roads and easy grades and be happy forever after. Muscular exertion? Where does it come in on your roads? I had rather ride from Elkmont to Nashville, something over one hundred miles (as we did), after two weeks continual rain, and over three hours riding in the rain, when your riders pronounced the road in its worst condition, than ride fifty miles of Georgia road.

"Mr. F. R. Birdsall, of the Nashville (Tenn.) *American*, is doing all in his power to advance the interests of cycling in that State, and his efforts should meet with appreciation by the wheelmen there. The recent Tennessee L. A. W. Meet and tour so successfully carried out is earnest of the work done by the promoters. *Tennessee is not blessed with the most smooth or level of roads, and touring a wheel in that State means plenty of muscular exertion.*"—THE WHEEL.

Ye Gods! And are we to believe that the region around Nashville is not blessed with good roads? What do the Nashville riders want? Come to Columbus, go over our best road, take a hundred miles straightaway in any direction, and then you will be supremely happy to get on the Tennessee roads in their worst possible condition and in the worst weather. Hills? In over 300 miles touring in Tennessee and Kentucky I discovered *three* only, one out of Pulaski; one going to ferry at High Bridge, on Kentucky Riv r; and one after crossing the ferry, under the most favorable circumstances. *Don't! Don't!* kick about your roads! Come down and see some poor roads and "hills" for a change. No one could be more delighted to pilot any of you around than

Columbus, Ga., July 1, 1889.

LEWIS.

K. C. W. NOTES.

The "Kings County Wheelmen's Lantern Parade," on Thursday, the 27th, was a grand success—273 wheelmen in line, with wheels decorated at every possible point with Chinese lanterns is quite a unique sight, and the people of Brooklyn turned out by the thousand to see their cycle-loving fellow-citizens and friends. Bedford Avenue was lined from Hutton Street to the fountain with a mass of people who annually admire this event. On the return to 1255 the entertainment in the club parlors and refreshments in the wheel-room kept our guests pleasantly occupied for some little time. When the hour to adjourn arrived, all left with best wishes for the success of our Race Meet, and declared that our next annual would see them on hand.

As Titman occupied a front seat on the grand stand I will have but little to say of our meet. Friday, of course, was rather dull, the crowd was conspicuous by its absence, and in consequence the riders put but little vim into their work. The features were: the fine riding done by W. F. Murphy and Hesse, and the delays caused by the lack of system in the work of the assistant to the Clerk of Course. Saturday everything went off with the usual K. C. W. promptitude. The audience, though, large, was lost in the vast grand stand. A large percentage was of the fair sex, and to their cries of encouragement the racers responded with a will. The races were close and interesting throughout, and once more Murphy, "he of handle-bar fame," demonstrated his ability to stand any amount of hard work.

The Berkeley team came over fully resolved to have revenge for their defeat at the Long Island Meet, and to accomplish this they remained in their dressing room till the ninth (9th) event (the team race) was called. This they won by six points from the K. C. W. team, who had ridden in almost every other race. Though we were fairly beaten and have no excuses to make, we would like to see a race of the same teams when all the men are fresh. This would be a better test of their relative merits. The State championship (three miles) was won in hollow style by A. C. Banker half a lap ahead of the field. The time, ten minutes, is slow for the track, but the other contestants had had enough in the previous events, and could not stay at even a road gait. Brown's sprint at the finish caused his friends to think that he had not done his best to win, but had been satisfied from the start to play second fiddle to the boy from Berkeley.

At the business meeting of the L. A. W. at Hagerstown, July 2, it was decided that no League news should be published in any cycling papers except the official organ. This will by no means please the New York State members. The good work of THE WHEEL in reporting all matters of interest to L. A. W. members of New York State has been greatly appreciated. THE WHEEL, as the "Division organ," has given us more information in one issue than we can glean from the *Bulletin* in four.

On the Fourth the following States will be invaded by racers from the K. C. W.: New York, New Jersey, Pennsylvania and Maryland—pretty well scattered at the start, but we hope they finish together, *i. e.*, in first place.

Where is the "Division Meet" to be? Why not in Brooklyn? Three of the largest clubs in the country are here. True they are not League clubs, but the majority of their members are L. A. W. men, and having the meet here might be the cause of the clubs returning to the fold in a

body. Many reasons could be given why Brooklyn *should* be the place chosen, but let the following suffice for now. The division could make money by having races. The Washington Park track is not only good and fast, but within five minutes' ride of Prospect Park, so if a parade was given, and parades and photographs *always* go with meets, the grounds could be reached with ease. Those who do not care for races but would rather tour, could also be well attended to, for some of the finest runs in the State are to be had right here on Long Island.

"Atol" thinks the Kings Counties are poaching on Brooklyn's preserves, when they use the syllables "Um-pi-ah" in their club call. We hope the Brooklyn boys will forgive us when they know "the wherefore of the why." "Imitation," says the author of Lacon, "is the sincerest flattery," and we only wish to express, by this piracy, our sincere regard for the BROOKLYNS.

Brooklyn, N. Y., July 4, 1889.

RAM LAL.

PROFESSIONALS AT FLOATING BRIDGE.

The professional bicycle race Tuesday evening, at Floating Bridge, Mass., between Jack Hunt and Carey Libby, 175 yards, \$10 a side, resulted in favor of the former. J. H. Shurman acted as starter, Eugene Wiswall, referee, and W. H. Bingham, B. S. Curtis and S. R. Brown, as judges. The race was witnessed by nearly 200 spectators.

Loud and many are the complaints that are being made by San Francisco wheelmen against the managers of the Haight Street Grounds for their negligence in keeping the track in good condition. Several wheelmen say that if the track was kept in good, or even fair condition, they would be only too glad to pay a liberal fee to be allowed the privilege of training there.

G. R. Adcock, while doing a training spin on the new Torquay (Eng.) track on the 14th inst., decided to try for twenty miles within the hour. He succeeded in doing the distance, with several seconds to spare. This seems to show that the track will soon be one of the fastest in the kingdom. He was timed by several local gentlemen and was paced by M. A. Trenchard and E. R. H. Masters. The last mile was done in 2m. 45s. dead.

Fred Wood's Australian ten-mile grass record of 31m. 7 2-5s. was at Easter lowered by John Hogan, of Victoria, who covered the distance in 28m. 45 1-5s. Wood's time has stood since March 3, 1888.

"THE WHEEL" REPRESENTATIVE ON THE RIPLEY ROAD.

Mr. Seavey, who corresponds for the New York WHEEL, refers to the trip to Ripley last Sunday very enthusiastically. Asked point-blank by a reporter to state his impressions of the day, in a few words Mr. Seavey replied: "The day, which was spent on the road to and in the town of Ripley, was certainly one of the very pleasantest which I have passed on the trip. The day was fine, the road excellent, the scenery beautiful, and the hospitality of our hosts a credit to the nation. The memory of this day will be green in my mind when all the rest of our journey has faded from it."

The Wisconsin Division L. A. W. Meet will, in all probability be held the latter part of August. The first day will consist of business meeting, tours, etc., in Waukesha County. Second day, races and a run to Milwaukee, so as to witness the grand naval combat on Lake Michigan, under the management of the National G. A. R.

VERY CREDITABLE ACTION.

At a recent meeting of the San Francisco Park Commissioners the offer of Superintendent Foley, of the House of Correction, agreeing to furnish fifty convicts for the completion of the park speed track and other improvements was accepted. July 1 the men were to begin work; the Park Commissioners to pay the expenses of transportation to the park and the cost for five guards. This step marks a long advance in liberal ideas, and one often advocated by this paper. The 1889 Code of Cal., Section 8, chapter 135, expressly provides that prisoners sentenced to hard labor in any penal establishment, may, upon the request and requisition of the Park Commissioners, be put at work upon the parks and roads under their control. Not wishing to see a road that had already cost some \$32,000 destroyed by the elements through neglect, the President of the Board, Mr. R. P. Hammond, called the Superintendent's notice to this statute, and the suggestion was at once acted upon.

The Wheel and Cycling Trade Review.

F. P. PRIAL, Editor and Proprietor.

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BROOKLYN NEWS.

During the coming year the city officials will have about two million dollars to expend on the paving of Brooklyn's streets, and the following year they will have nearly twice as much more, and they are now busy debating on the respective good qualities of cobblestones, Belgian block and asphalt pavements. The cobblestone pavement is the most inexpensive to lay down and the most expensive to keep in repair. The Belgian block paving seems to be considered in the most favorable light, on account of its durability, for it is claimed that asphalt pavements need almost constant repairing, and will not stand rough usage by heavy trucks and wagons passing over it. However, it is used in the most satisfactory way in a great many of the largest cities on the face of the globe, and if properly laid and looked after there is no reason why it should not be fully as serviceable and satisfactory in Brooklyn. The plan of the contractors who have laid down asphalt pavements in Brooklyn up to the present date has, in most cases, been to lay it on whatever foundations they happened to find in the streets, and the result has been that the principal part of Brooklyn's asphalt pavements have gone decidedly wrong after a comparatively short usage, for the want of a good foundation or a little extra care and attention. Flatbush Avenue, between Atlantic Avenue and Bergen Street, was repaved only about a year ago, and has already commenced to show very heavy depressions, and even holes, in its surface. The wheelmen of Brooklyn should all embody in their daily (or otherwise) prayers a devout hope that Mayor Chapin will not forget the promises and reasons for hope which he gave the boys at the "Pearl of Pekin" dinner last winter at the Clarendon.

The number of lady riders of bicycles is quite on the increase in the city, and several are availing themselves of the excellent opportunity for learning to ride which is offered by Charlie Schwaibach's new riding school. He is booming his new venture very successfully, and is working hard to make it a popular resort in cycling circles.

The K. C. W. race meet was carried through in a most successful manner, and shows some very good management. Murphy seemed to have a mortgage on the prizes though, and ought to be satisfied with his share of the spoils. Borland, of the Brooklyns, is said to have made his last appearance on the race track at the meet, where he and Coningsby won the tandem safety race.

The Brooklyns had a fine day for their run to Massapequa last Sunday, about twenty of the boys riding down Sunday morning and returning after a good dinner, for which the Massapequa Hotel is obtaining a large and well-earned reputation among the cyclists of this vicinity. Spelman, Mead, Raymond, Fuller, Cole and Snedeker went down there Saturday afternoon and spent the night in the usual "impromptu good time" style of the Brooklyns, and when their fellow-members arrived the next day in a dusty and perspiring condition they met them on the hotel veranda arrayed in conspicuously cool and summery clothing, which filled the tired riders' souls with a good-sized nugget of envy.

Koop and Hornbostel, B. B. C., had a little run to Huntington on their own hook on the same day.

Since the house-warming of the B. B. C., the applications for membership have been largely on the increase, and some of the K. C. W. and L. I. W. men are talking of joining the Brooklyns as associate members.

H. R. Elliott and N. A. Robertson will desert the B. B. C. next week for Europe, where they are anticipating a large and elegant summer outing.

Mr. W. S. Jenkins, Chairman of the Rights and Privileges Committee of the New York State Division L. A. W., was in Brooklyn during the last week, and was entertained by the various clubs during his visit. He had many long conversations with Messrs. Furst, L. I. W., and Raymond, B. B. C., and expressed himself delighted with the hospitality shown him by the Brooklyn clubs.

The Cyclists Union has been endeavoring to obtain permission for wheelmen to enter Greenwood Cemetery with their wheels, but has been unsuccessful. It would be a good thing for a good many cyclists who are the owners of plots there, but the officials are strongly opposed to it.

Brooklyn, July 2, 1889. ATOL.

PHILADELPHIA.

The Pennsylvania Bicycle Club without a doubt on an average takes out one of the largest if not the largest weekly club runs of any club in the country. Any Sunday, rain or shine, warm or cold, you are sure to meet the Pennsylvanians on the road, generally with their genial captain in the van, and it must be admitted that they always present a splendid appearance. Of course they have lots of inducements in the shape of a gold watch, medals, etc., to urge the members to attend these weekly runs, but it is mostly through the efforts of its splendid set of road officers, Messrs. Supplee, Leisen and Lehman, that has made the turnouts of the Pennsy boys an example for the local clubs to follow. And now for obvious reasons it is announced that their gallant captain is to resign. Ah, well! may a worthy successor be appointed, but no doubt they will miss the musical tootings on the "whistle," and the cheer "eyes front," while on the road, of the best of captains, W. D. Supplee.

It seems that Philadelphia is not to be outdone by Brooklyn and San Francisco in the "prodigy" line. Last Sunday our fellow pen-pusher "Ariel" was seen out on the road with his phenomena (league cap and all). Along comes a Century man on a 51-inch Star, said phenomena expresses a desire to ride the gashopper, is helped to get on by C. M. and to papa's unalloyed delight glides gracefully along the road. Can it be possible that after taking that header he will forsake his beloved Victor and be forced to ride that detestable Star? Ahem! Say, "Argus," that was a pretty hard rap of "Jonah's," wasn't it?

It seems that "Jack" does a little theorizing, on page six of his catalogue, that does not bear very close scrutiny. He has a wheel divided into sections like a clock the quarters, figure twelve on top, being divided into three, six, nine and twelve respectively, pursuing a long explanation he furthermore says, that absolutely no power is obtained on that side from six to twelve, this is true, but does not say what the pedal on the other side is doing all this time. In the wheel that he advocates is it possible to push one pedal down while the other is going down? Of course not, it remains the same as in a crank wheel, i.e., while one foot is pushing from twelve to six the other is going from six to twelve, and vice versa.

Philadelphia, July 2, 1889. ARGUS.

REPAIRS OF ROADS.

I was amused the other day, as I sauntered along Morris Avenue, to see the street repairers undoing the thing they had done by clearing off the thick coating of mud which hid the light of the macadam under a bushel. No such coating is ever seen in the Essex turnpikes, for there the road makers have marked, learned and inwardly digested the main maxim of McAdam, that in the construction of highways after his pattern not a spadeful of loam should be mixed with the stone, that the essential drainage might not be interfered with. Let me here suggest that county engineers communicate with the Secretary of the American Association for the Improvement of Roads at Philadelphia, whose object is to furnish highway builders with all the literature on the subject compiled from the writings of the most famous road engineers.

Counting our chickens before they are hatched, let me urge the vital necessity of constant repair. Roads will not take care of themselves, but must have constant attention or they will soon go to rack and ruin. To build them and then let them alone is the falsest of false economy. At least twice a year, in addition to the filling of the holes and ruts as they occur, there should be a top dressing of fine stone put on. With these precautions observed, the road beds will become firmer and firmer each year, and the cost of maintenance in good condition will be reduced to the minimum.—The "Kambler" in Elizabeth Journal.

FIXTURES.

- July 8, 1889.—Connecticut Division L. A. W. Meet at Bridgeport, Conn.
- July 17, 1889.—Two-mile Bicycle Race at Caledonian Games, Minneapolis, Minn.
- July 20, 1889.—Race Meeting of the East Hartford Wheel Club, at East Hartford, Conn. Entries close July 16, with Mr. E. E. Arnold, East Hartford.
- July 20, 1889.—One-mile and 25-mile Bicycle and 5-mile Tricycle N. C. U. championships at Paddington, Eng., track.
- July 25, 1889.—At Minneapolis, Twenty-five Mile Road Race for Championship of Minnesota. Entries close July 20 with Will. Monarch, Secretary-Treasurer, Minneapolis Bicycle Club. Entry fee, \$1.
- July 27, 1889.—One-mile and 25-mile Tricycle and 5-mile Bicycle N. C. U. Championships at Paddington, Eng., track.
- August 8, 9, 10, 1889.—Annual Meet of Massachusetts Division L. A. W., at Cottage City.
- 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.

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SWIFT BY NAME AND SWIFT BY NATURE.

The Buffalo Express, May 29, says:

"James S. Hedge of the Buffalo Bicycle Club made the first century run of the year on May 26th. Leaving the club house at 8 A. M., he rode via Seneca Street, Potter's Corners Road, Orchard Park, and Colden to Springville. Here a stop of two hours was made for dinner, and return was made via Boston and Hamburg to the club house, arriving at 6:45 P. M. Starting again at 7 P. M. he pushed on out to Bowmansville and return and rode three times around the meadow, arriving at the club house at 10:25 P. M. Hedge rode a *Swift Safety*, and considering the fact that he did not start out to make a 'century,' and did not think of it until he had ridden about seventy miles, made very good time, his riding time being ten hours and thirty minutes for 105 miles, or an average of ten miles an hour. Four hours and five minutes were used in stops. This is the first time a century run has been made by a rider in this city on a Safety, and it is also the first time a century has been made over this route, there being a great many short steep hills to climb."



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