

# THE WHEEL

## —AND—

### CYCLING TRADE REVIEW,

Published every Friday morning.

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F. P. PRIAL, Editor and Proprietor  
23 Park Row,

P. O. Box 444, New York.

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

#### KIND WORDS FROM VARIOUS SOURCES.

THE WHEEL has begun a series of cycling memoranda, which promise to be interesting and valuable as contributions to cycling history and for the use of the future historian of the wheel, which title Editor Prial proposes to lay claim to for himself in a handbook of the sport, from material for which the memoranda are made.—*Providence Sunday Journal*.

#### THE GREATEST AND ONLY.

THE WHEEL is the greatest and only bicycle paper published in America. It is to the wheelmen what the *Sporting Times* is to the ball players and athletes. Well, that's recommendation enough.—*N. Y. Sporting Times*.

#### TAKING LONG STEPS AHEAD.

The New York WHEEL, which has been making enormous strides of late in the field of cycling journalism, prints one of the best accounts issued of the doings of the European cycling tourists in England, and wheelmen wishing to keep track of the party cannot do better than patronize THE WHEEL.—*Philadelphia Item*.

#### BOUND TO LEAD THEM ALL.

THE WHEEL, which seems bound to lead the other cycling journals, published a full list of path records for ordinaries, safeties, tandem safeties and tricycles, in the issue of June 28. The list is very complete, giving English and American professional and amateur records to date.—*Newark Sunday Call*.

#### WE ARE GETTING ON.

"G. Hendee's article on training was well worth reading. Prial is a great handicapper of bicycle events. 'Oh,' said the athletes, 'if Robertson and Carter could only handicap like Prial.'"—*Sporting Times*.

A NUMBER of racing men are much perturbed over the Windle case. Not a few have grown maudlin over the matter and pettishly pout for his reinstatement; others are much disturbed over the bare prospect of such an act and shout the good old cry of "once a pro. always a pro." We want to assure those sympathetic young persons who rail against the Racing Board, the Racing Rules and what not, that the half of the Windle story has never been told in print. They howl "injustice," but they don't know what they are talking about. Windle

was one of the cleverest fellows that ever came on the path, yet with all his cleverness, his intelligence, and with an abundance of private means, he accepts money from manufacturers to represent them on the path. He not only accepts expenses, but something more. Now, there is no harm in all that; Windle is neither whiter nor blacker for it. But he violated a principle; he rode under false pretenses and won prizes that should have been the property of other men. He took money and raced with Smith and Jones, who were not allowed to take money. No one understands the ethics of the question better than Windle. As a matter of opinion, he should have been suspended for a year, but having been expelled, reinstatement is impossible. There is too much "gray matter" distributed among the Racing Board. They are not the kind of people who wear fools' caps and do the clown act.

AT the Hagerstown race meet a Star rider, having but little experience on the path and absolutely no racing style or control over his wheel, drove his little wheel between two cranks and tumbled their riders to the dust. One of the riders was L. L. Clarke, whose club had sent him all the way from New York to compete, and who would have undoubtedly won the handicap had not this piece of stupidity deprived him of all chance. In addition to the loss of the race his beautiful racing wheel was wrecked. The case stands about as follows: A man trains carefully, leaves business, travels several hundred miles, loafs about town three days, starts in his event and is riding surely to victory, when some ninny rides up behind him, and lo! the entire output of time, money and perseverance is lost. We have too much jayism on the path. Few of these novices know how to place their saddles, to adjust their wheels or to ride them on the path. They haven't even brains enough to remove the steps of their mounts, which become positively dangerous. The only way to raise the standard is to criticize, and writers for the cycling papers should not fail to show up all such violations of the rules of common sense and call attention to them, even though the perpetrators or their friends may object.

THE cycling trade are asked to note that at the Hagerstown Meet a boy handed to each person on the grand stand at the Hagerstown races a copy of THE WHEEL of June 28. As the people of Hagerstown were very much enthused over cycling, it is fair to presume that many of them looked for new mounts among the advertising pages of THE WHEEL.

WE publish a few press comments on our issue of June 28. We reproduce them, not for personal glorification, but to point out that THE WHEEL is rapidly striding away from all rivals in its special field.

AN Englishman has applied for patents on a device which he claims will enable him to instantly change the gear of a safety or other wheel. The advantage of a high-gear safety on the level is often discounted on the hill, especially when the rider is not over strong, the increased power necessary to drive the highly-gear wheel up the hill taking too much out of the rider. This English inventor claims that he can instantly lower the gear as soon as a hill is reached and raise it as soon as the hill is mounted. The advantage of such a device is obvious.

AN English tricyclist recently died suddenly on his wheel. He had suffered from heart disease for a long time and had been warned not to violently exert himself. This is a warning to those who have affections of the heart. They should take care never to ride beyond the point of pleasure. People with hereditary predisposition to heart disease should have the advice of a physician before they take up cycling.

WE desire to apologize for the typographical errors in last week's WHEEL. The printers did not attack the mass of copy sent them until Friday morning, yet the paper was mailed on Saturday at 6 p. m. We covered the entire League meet, scoring a "beat" over all other cycling papers.

COPIES of THE WHEEL of last week were mailed to every man who registered at Hagerstown. The names were obtained from the registry book, which was kindly loaned us by the Maryland Division.

#### WHEELMEN AND CITIZENS IN ACCORD IN BIRMINGHAM, ALA.

The Birmingham, Ala., Bicycle Club had another largely attended and enthusiastic meeting June 24, and business of importance was transacted. Committees were appointed to see at once to the incorporation of the club and to consider the question of the construction of an asphalt race track in the old base ball park that Dr. Caldwell has so generously devoted to the use of the new organization.

It has been determined to have a race meet in the fall, probably about the time that the State fair is in full blast, and all the clubs in the South will be invited to contest in the prize drills and races. The wheelmen's day will be a grand event, with a parade of the visiting clubs in the morning, the drills and races in the afternoon and a grand ball at night. It is estimated that from ten to fifteen clubs will be present and 200 or 300 wheelmen in line. The matter was referred to a special committee and the details will be announced in a few weeks.

One of the chief objects of the banded wheelmen is to secure the improvement of the county roads, and recognizing how great an improvement there has been in Jefferson County during the past two or three years, the club passed resolutions showing appreciation of that body. On motion of L. D. Aylett, seconded by W. C. Swem, the following preambles and resolutions were adopted:

Whereas, The County Commissioners have shown a broad-minded spirit of liberality and enterprise in having already built good roads in the neighborhood of the city of Birmingham; and,

Whereas, The said Commissioners now propose to build a fine boulevard, fifty feet wide, from Elyton to the fair grounds, a distance of one and a half miles; therefore, be it

Resolved, That the Birmingham Bicycle Club, one of whose main objects is the improvement of roads, tenders to the County Commissioners their heartfelt thanks for what they have already done, and wishes them god-speed in the good work which they propose to continue to do;

Resolved further, That a copy of these resolutions be spread upon the minutes of the club, and that the Secretary be instructed to transmit a copy of them to the County Commissioners.—*Daily Age-Herald*.

#### A MOTION FOR INJUNCTION DENIED.

CHICAGO, Ill., July 8, 1889.

Before Judge Blodgett, U. S. Circuit Court, Northern District of Illinois, on Monday, July 1, a motion to enjoin the Gormully & Jeffery Mfg. Co. from using the Copeland patent was argued by the attorneys of the Pope Mfg. Co., Coburn & Thatcher; Ofield & Towle appearing for the defense. The Court took the case under advisement, and on Monday, July 8, delivered his decision, denying the injunction. This case is the outcome or continuation of an interference case that was pending for some time in the Patent Office at Washington.

#### NEW CRANK WHEEL—THE SPEEDWELL.

[Special to THE WHEEL.]

In order to supply our agents who have a demand for a crank safety (as well as the lever motion) we have arranged the future construction of our Volant so that cranks can be attached as well as levers without altering many of its details, and we are now prepared to fill orders for the crank safety wheel, which we shall call the "Speedwell."

This machine is well and carefully made, being fitted with ball-bearings throughout, including ball-pedals, Fish's patent hammock saddle, which reduces the vibration to a minimum, and is not only neat in design, but simple in construction. Its price will be \$115.

SPRINGFIELD BICYCLE MFG. CO.



## BROOKLYN NEWS.

I have noticed that the majority of wheelmen are still using the outside path which enters Prospect Park at Third Street, and for their benefit would say that the newly macadamized road between the Plaza entrance and Third Street is now in good condition for riding, and far superior to the aforesaid path on the outside of the park.

It is quite a favorite ride now for Brooklyn wheelmen to go down to Brighton Beach in the early evening and listen to one of Seidl's magnificent concerts, returning home at about 11 P. M. To lovers of music it makes a most delightful way of spending an evening, especially when there is a good moonlight for the return ride. Now that the July full moon is near at hand all the clubs are organizing moonlight runs, and as the principal destination is Coney Island, I doubt not that the Brighton Music Pavilion will be well patronized by cyclists during that stage of the moon.

Next Saturday the L. I. W. will have a run to Roslyn; also the B. B. C. have booked a large party to go down a wheel in the afternoon, returning from there by moonlight on the boat, which lands them at Peck Slip, which is easy of access to Fulton Ferry for the return to Brooklyn.

The Brooklyn clubs did not have a very extensive showing at the League Meet this year, and I hardly think any one club in the city sent down more than half a dozen men. President Bridgman, of the K. C. W.'s, spent the whole week in the vicinity of Hagerstown, touring beyond there to the Luray Caverns and other noted places. That was his programme when he left here, and if he followed it he must have had a most enjoyable week.

President Fox, of the B. B. C., departs this week for a six weeks' vacation trip on Long Island, making his headquarters at Westhampton.

The B. B. C. have adopted a new by-law, which empowers the treasurer to pay the entrance-fees of club members in any races held on Long Island, and which makes it an offense for its members to enter under any other club or association than the B. B. C. in any races held on Long Island.

A party of the Brooklyn's, composed of Captain Meeter, Fuller, Lewis, Masterson, Fay, Cole, Raymond and Cooke, took the Long Branch boat, Sunday morning, arriving at Seabright in time for a bath in the surf before dinner, which was eaten at the Peninsula House. After dinner they did up the famous Rumson Road to Red Bank, returning to the Branch for the evening boat for the city.

Tales of disastrous Fourth of July trips fill the air, each party that undertook a run on that day having something amusing to relate. A party of five members of the Brooklyn Bicycle Club, under the guidance of Captain Meeter, rode to Huntington, and while on their way from the latter place to Roslyn were caught in the rain, and were forced to disrobe in the boiler-room of the Roslyn boat and wait until their clothes were dry enough to put on again before they could venture out.

Some fifteen members of the same club went to Bath in the morning and, as they expressed it, "had a bath all the way."

Probably the two who suffered most were Messrs. Masterson and Raymond, who were storm-bound in a country barn near Westfield, N. J., and had for company three dogs, one of which, they were pleasantly informed by the owner, "would bite if he got the chance." The mud bespattered cyclists kept a safe distance from the canines, and when the rain permitted continued their journey to Plainfield. The roads were so bad in places that they were forced to take to the railroad bed, and rode in ditches three inches deep in water to Fanwood, from which place it was all plain sailing. At the Plainfield Bicycle Club-house a hearty welcome awaited them, and after a wash and rest, supper was had at the home of Mr. Slavin, a member of the Plainfield Club. After that the fireworks at the Nettierwood Hotel compensated in part for the hard ride, and a late train was taken for home. It is needless to add that the next day their wheels found their way to the repair-shop.

Ram Lal pays so graceful a compliment to the members of the Brooklyn Bicycle Club, in regard to the adoption of a portion of the Brooklyn's "club-call," that it would savor of unfriendliness to further insist that it would be better to have each "club-call" distinct from one another.

Brooklyn, July 9, 1889.

ATOL.

## CINCINNATI.

We have had a very quiet Fourth here, nothing being done in the cycling line. Last Sunday a jolly lot of wheelmen met at Bennett's and decided on a run into the country as far as Oakley, it being some nine miles by the route we took. A start was made for the Bellview incline, and we reached Mount Auburn in good shape. Streets there were badly torn up, but we managed to pull through to a road better than the rest, and on to Dutchman, or "Die easy," as it is called.

From there we rode to Walnut Hills, taking the asphalt street and sprinkling it well with perspiration. When Madisonville pike was struck we had a delightful spin to Oakley, with the exception of a few hills to climb. Hills always delight Mr. Dubbe, who was of the party.

At Oakley some of the Athletic Club men were met, and after discussing refreshments we repaired to a fine race-track situated in that place.

The boys made ready, and it was a grand sight to see them struggle against the wind to be first in. Walter Wise was the winner, and as regards the time—I won't give away any of our racing men. Eleven minutes to the mile is near enough.

Our return to the city was made in the cool of the evening. One of our men that rides a very large wheel—64 inches, I think—had a fall while going home. Dropping from such a distance must have been like falling from a brick house.

The bootblacks on Fourth Street seem to think "Keggy" needs a shine, and even go so far as to thoughtfully lay their boxes under his wheel.

The Athletic Club's race is to come off the 7th at Oakley track, and I think fast time will be made. Mr. N. Ferrin won a race at Maysville, Ky., recently, taking a handsome gold medal. Some of the Crescents were at Brookville, Ind., on the Fourth, but I've seen no medals yet.

Our City Council have passed an ordinance condemning Spring Grove Avenue, and if some workers among the wheelmen only take hold of the matter we can have it paved with asphalt. Actions of that kind would do more than anything else in this city to help cycling. Who will be the one to push the idea?

SAFETY.

## K. C. W. NOTES.

The "Glorious Fourth" was a day of disappointments to the local aspirants for racing honors. Murphy and Beazley, of "Ours," and Hoefer, of the Brooklyn's, journeyed to Lancaster, Pa., but in vain, for postponement was the verdict. Nearer home, Brown at Bergen Point and Charles Murphy and Hesse at Washington Park, received the same response. This only added to their ardor, and the way the boys are training shows that they intend to try hard for some of the many events to come off in the neighborhood of New York during the coming season, and if prizes from Hartford find their way to Brooklyn it will by no means surprise those who think they know.

Every evening after five o'clock the men may be seen at their work on the Brooklyn Athletic Club track. Miles Murphy, under the able care of Beazley, shows daily that his great staying qualities have by no means been overrated, and the improvement in his sprint is marked. That "rear numeral," Harry Hall, has charge of Brown and Hesse, and appears to derive as much pleasure from their good work as they do. Both are improved men, and we expect to see many a good race fall to the pair before the season closes.

The unwarranted and unkind remarks made in regard to that "team race" have caused the injured member to declare he will never again ride under the King's County colors. This is wrong. Through the chatter of a few men, who actually know nothing of what they are talking about, we lose a sterling good rider, who has not only brought credit to the club, but has himself lost chances for that purpose.

Cobblestone Hill, the terror of all tyros, will soon be in ridable shape. For the past two weeks work has been going on from Butler Street to the Sackett Street Boulevard, and the long-promised macadam will, at an early date, gladden the hearts of all wheelmen. How long it will then take the scorchers to go to the Island remains to be seen, but methinks the pace will not be slow.

What has become of the "Kings County Ball Team"? Since that memorable game with the Brooklyn's, the opening game of the season, nothing has been heard from them. Have they met the enemy, and been vanquished, or has the "Unequaled Sport" taken them for a training trip to Bermuda? Come, boys, start the ball curving again.

Come, "Atol," that's too much. We have admitted the theft of "Um-pi ah," and in every way possible acknowledged the greatness of the B. B. C., but when it comes to leaving the grand old club of Kings, we draw the line, and to join the B. B. C. as associate members would mean that our by-laws permit membership in no other cycle club in the city, and the prefix "associate" would not pass with the K. C. W. trustees.

Memories are all that remain of the L. A. W. Meet of 1889, and pleasant memories they must be, to judge by the smiles and winks that go round among the fortunates who were there, whenever "Meet" is mentioned.

Everything at Hagerstown was wet—in fact the only dry articles obtainable were a few remarks by "Jack."

Our worthy President was there, of course, and ever mindful of the welfare of the Division he so ably represents as Vice Consul. He, at the business meeting, took a decided stand in favor of retaining THE WHEEL as New York's "official organ." Though no definite arrangement was arrived at, the probabilities are that Chief Consuls will do as heretofore, i. e., suit themselves, and we may hope for a continuance of the good work of THE WHEEL.

July 10, 1889.

RAM LAL.

## ERIE, PA.

Elwell's tourists have inspired a very un-Christianlike spirit in my breast. From the bottom of my heart I envy them. It is rather tantalizing to us poor stay-at-homes to hear what magnificent times the boys are having on the other side of the pond, and how they seem to be fairly pedaling themselves into glory everlasting. Queen Kap, in all her blackness failed to arouse such wide-spread enthusiasm among us Americans. But, then, we are usually termed a cold-blooded race, and the tax-paying portion more especially, seem to be very much opposed to public demonstrations. I wonder why?

In speaking of "cranks" Jack has omitted one species which I believe to be indigenous to small cities—say the size of Erie. This is the affectionate young bridegroom who takes his bride out for an evening's run. And verily it proves to be a "run" for her, for while "hubby" bowls along at a spanking pace on his wheel, with a good hard road bed under him, she takes to her heels—and the bricks—and makes such time as only a desperate woman can. And he, dear unselfish creature that he is, calls fondly back to her as he finally disappears in the distance, "are you tired, darling?" Probably "darling" isn't tired, but by this time I am. Still, mingled with my fatigue, is a feeling of devout thankfulness that I was not born a woman.

To offset this, Erie is blessed with a more practically considerate wheelman, who, though he hasn't yet provided his better half with any other means of locomotion than did her Creator, yet knows how to break up the monotony of a six-mile ride by "changing off." This certainly is an improvement over the tactics of the "affectionate" young man; but boys, why in blazes don't you get your wives some wheels of their own. It has been clearly demonstrated to us recently, that women can and do ride as well as men. The wheelwomen in Erie seem to have heaps of fun and it is only a question of time till every woman who can afford it will be riding a bicycle. It is certainly laughable, though, to follow along in the wake of the dear creatures as they roll through the aristocratic part of the city and note the diversity of opinion which prevails regarding the propriety or impropriety of a woman sitting astraddle a wheel.

I understand that Dr. Drake is contemplating the purchase of a wheel. Whether as a matter of business or pleasure, I am not informed. One would suppose, however, in his profession the two might be easily combined.

What is the matter with Erie's Cycling Club? I haven't seen them out together this season. With such roads and such weather as we are enjoying at present, this is disgraceful. Let us hope the run that is now talked of will not fall through.

N.

The attention of traveling cycle agents, desiring to handle a side line of goods, is called to the advertisement of one of the large German cycle spoke makers, appearing in another column. The work of this firm has a high reputation abroad.

## BUFFALO.

The talk of a Fall tournament will be settled at the meeting of the Ramblers this week. From the present indications it is safe to say that a meet will be held in Buffalo this Fall that will be the biggest thing of the kind attempted since the palmy days of Springfield. The Ramblers have proved themselves to be hustlers of the most pronounced kind, and with a membership of 157, and Ducker at the helm, the most flattering aspects are presented for a successful meeting. An effort will probably be made to secure the State meet, and as Buffalo has proved herself a most generous hostess in the past, the invitation will be accepted without doubt.

The history of the Ramblers Club is an interesting one, and shows what pluck and persistency will do in cyclingdom. On the evening of January 26, 1885, a meeting was called by some wheelmen at No. 587 Main Street, when the organization known as the Buffalo Ramblers Bicycle Club was formed. This club began its existence with a total membership of twelve, and during the year 1885 the number was increased to thirty-three. During the first and second year the club had one continuous struggle for existence, and only for the persistent efforts of the members, such a club as the Buffalo Ramblers would not now be known.

During the first year meetings were held at No. 587 Main Street, and in February of 1886 club-rooms were secured in the Armory Roller Rink. On the evening of February 16, the first meeting was held in the new club-rooms, and on the night of February 22, the Armory was destroyed by fire, entailing a considerable loss to the club and leaving it homeless. It was about this time that some members of a rival organization gave the Ramblers six months to live, but they were made of better stuff than credited with, as is shown by the flourishing condition of the club at the present day. The fire was quite a blow to the Ramblers, but they did not give up.

The former club-rooms, at No. 587 Main Street, were engaged and life begun anew, although with a considerably decreased membership. Another set-back to the club was had in 1886, when it held a tournament which was a failure financially. The year 1886 might well be called the Ramblers' "blue year." As 1887 progressed, the club began to take courage, and although fourteen resignations were handed in to the club, and accepted, the year was ended with a membership of twenty-eight.

The years '88 and '89 will be memorable in the life of this club. 1888 was ended with a membership of seventy-eight, showing an increase for the year of fifty members. A still better record has been made thus far this year, the club having increased its numbers to 157, which shows an increase in six months of seventy-nine, an average of over thirteen members each month.

Increase in membership means increase in accommodations, and the subject of a club-house is being frequently discussed. It is predicted that the Ramblers will have a club-house before another year. The walls of the club-rooms are decorated with a number of pictures which have been won at several contests in which the club has entered.

This club holds the best record for time from Erie to Buffalo, 100 miles, having made the run in nine hours and fifteen minutes, riding time, in the summer of '88. They also hold the record for bringing through the largest number at one run, thirty-four out of thirty-five members, on June 23 of this year, besides bringing four visitors at the same time, making a total of thirty-eight out a possible thirty-nine. The riding time was ten hours and fifteen minutes.

Miss Rummill and Miss Prince have accomplished a ride of which they may well be proud. One day last week they rode from Buffalo to the Falls and return, a distance of fifty miles, over roads that are anything but good. They made the run easily, and can now claim the longest record ride of the ladies. Thus far this season Miss Rummill has ridden 1,400 miles on her bicycle.

Zo.

## CINCINNATI.

Although I had my bad luck with me last Sunday, and could not go to see the Cincinnati Club's race, I secured a fairly accurate description of it from a more fortunate friend. Here is what he says:

The club-house was left at 7 A. M. and Carthage, the starting-point, reached at 8:15. The racing men were sent off at 8:55. Nearly all the members entered, but only a few were "in it" from the start. Thos. Wayne, the winner, found the backbone of his own wheel was broken, but he d pluck enough to borrow another wheel and go through.

Distance run was 14 miles and time 8m. Some of those entered say they were frequently compelled to slow up, for fear of interfering with the "racers." One of the club, who rides a wheel built in England after his own ideas (back wheel 22 inches and geared to 60), met with a mishap, his saddle spring breaking. But for that he would have stood a good chance of winning.

When riding back to Hamilton the club had formed in two lines. My informant was riding on the side-path, when he was ordered to fall in in the rear of the club if he wished to ride with them.

The "Duke" giving orders soon found he was talking to a free American citizen, that had no intention of obeying. The man that took a header when tipping his hat to a pretty girl has my sympathy.

Some of the unattached riders in this vicinity are going to try and lobby a bill through the Legislature this fall giving legal possession of all roads to the Cincinnati Bicycle Club, and anyone then wishing to ride will have to obtain a permit. At the races this coming fall, the "Duke" may have a chance to see how much dust "Safety's" back wheel can kick up.

Will Strauss got lost in Hartwell, and after riding over a few telegraph poles his wheel got tired and kicked him in the mouth. He is not saying a word just now.

I met with a sight this morning that was new to me. While walking in Sycamore Street, which is paved with asphalt, I saw a safety rider pass at a 4-minute gate. Further down the street he took a fall, and I hurried to his assistance, thinking him hurt.

As he rose up from the mud he held out a \$5 gold piece in his hand, saying: "I took some chances, but got there all the same." Any one doubting this can see the gold piece by asking Charlie.

SAFETY.

A. C. Banker will try for the Irvington-Milburn course record after the racing season ends.



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

OFFICIAL ORGAN.



OFFICERS FOR 1889.

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

NEW YORK STATE DIVISION  
NOMINATIONS—1889-1890.

For Chief Consul—W. S. BULL, Buffalo.  
 For Vice-Consul—M. L. BRIDGMAN, Brooklyn  
 For Secretary-Treasurer—GEORGE M. NISBETT, New  
 York.  
 For Representatives, First District, comprising New  
 York, Richmond and Westchester Counties:  
 J. C. GULICK, Citizens' B. C., - - - New York.  
 W. H. DE GRAAF, Harlem W., - - - do  
 J. L. MILLER, Riverside W., - - - do  
 G. B. WATTS, Jr., New York B. C., - - - do  
 J. A. CLAIRMONT, Manhattan B. C., - - - do  
 For Representatives, Second District, comprising Kings,  
 Queens and Suffolk Counties:  
 CARL C. ALDEN, - - - Brooklyn.  
 For Representatives, Third District, comprising Colum-  
 bia, Greene, Rensselaer, Albany, Saratoga, Schoharie,  
 Washington, Warren, Hamilton, Essex, Franklin, Clinton,  
 Schenectady, Montgomery and Fulton Counties:  
 HENRY GALLIEN, - - - Albany.  
 For Representatives, Fourth District, comprising Wayne,  
 Oswego, Cayuga, Jefferson, St. Lawrence, Lewis, Herki-  
 mer, Oneida, Madison, Onondago, Seneca, Yates, Ontario,  
 Steuben and Schuyler Counties:  
 CHARLES W. WOOD, - - - Syracuse.  
 For Representatives, Fifth District, comprising Che-  
 mung, Tioga, Broome, Tompkins, Chenango, Otsego,  
 Cortland, Delaware, Sullivan, Ulster, Dutchess, Orange,  
 Putnam and Rockland Counties:  
 CHAS. F. COSSUM, - - - Poughkeepsie.  
 H. W. ARNOLD, - - - Binghamton.  
 For Representatives, Sixth District, comprising Niagara,  
 Orleans, Genesee, Wyoming, Erie, Livingston, Catta-  
 augus, Chautauqua and Monroe Counties:  
 WALTER S. JENKINS, - - - Buffalo.  
 WILL. G. SCHACK, - - - Buffalo.  
 ROBERT THOMSON, - - - Rochester.  
 DR. GEO. E. BLACKHAM, - - - Dunkirk.  
 GEORGE M. NISBETT, - - - Sec'y-Treas.

New York, July 8, 1889.

## VOTING BLANK—1889-1890.

New York Division, League American Wheelmen.  
 MAIL VOTE.

For Chief Consul.....  
 For Vice-Consul.....  
 For Secretary-Treasurer.....  
 For Representatives:  
 .....of.....  
 .....of.....  
 .....of.....  
 .....of.....  
 .....of.....  
 Name.....  
 Address.....

N. B. Votes must be signed and returned to the Secre-  
 tary-Treasurer on or before August 15, 1889.

Article IV, Sec. 2, L. A. W. Constitution—"Each Di-  
 vision shall elect a Chief Consul, Vice-Consul, Secretary-  
 Treasurer and Representatives annually, between the 15th  
 day of July and the 15th day of August, as follows:

"One Representative for each one hundred resident  
 League members, also one Representative from each  
 League club of not less than twenty members, and an ad-  
 ditional Representative for each fifty additional members  
 upon its roll on July 1. Club Representatives to be chosen  
 each by the club of which he is a member. These shall  
 constitute the Division Board of Officers."

Regular nominations as prescribed by the Division By-  
 Laws can be found in the "L. A. W. Bulletin" for July  
 12, 1889. (See copy of nominations inclosed herewith).

Messrs. Strong and Green, of Philadelphia, are to make  
 a change of location before long to the "Casino," where  
 they will occupy two floors, the lower one to be used as  
 a riding school. A large trade in Quadrant wheels is re-  
 ported by this enterprising house.

The New York World of Sunday last published a dozen  
 cycling paragraphs which simply bristled with errors of  
 the most absurd kind. We even thought of reproducing it as  
 a burlesque of facts. Our respect for the "great New York  
 dailies" diminishes as we grow older. If the cycling  
 column is absurd to cyclists, the athletic column amuses  
 athletes. The only departments properly edited are those  
 which are in the hands of experts.

ST. LOUIS—THE MISSOURI DIVISION  
MEET.

The Division meeting at Sedalia Wednesday and Thurs-  
 day turned out to be even more enjoyable and successful in  
 every way than the fondest hopes of the most enthusiastic  
 had presaged, and the unfortunate ones who were not there  
 missed a rare treat. In the first place, Sedalia possesses  
 more advantages for entertaining a gathering of that kind  
 than any other city in the State, and in the second place  
 the wheelmen and citizens know just how to manage affairs  
 of that nature. The first day's programme comprised a  
 run to McAllister's Springs for the day and a "Smoker" in  
 the evening. The hard rain of Tuesday night made the  
 clay roads unfit for riding, and the boys only succeeded in  
 getting five miles from town, two of which were made on  
 foot. I have attended lots of "Smokers," but the one at  
 Sedalia was incomparably the most enjoyable and best  
 managed of them all. There were good cigars, tobacco,  
 pipes, lemonade and claret-punch, all in abundance. The  
 citizens turned out in force, and all vied in making the vis-  
 itors welcome. Mayor Crawford, in a neat speech, ex-  
 tended the freedom of the city. He told the boys to go  
 ahead and have a good time, and added, significantly, that  
 if any of them got into trouble he knew the man who had  
 the power to remit the fines. We immediately made him  
 our next candidate for Governor.

The business meeting took place Thursday morning, and  
 was conducted expeditiously and harmoniously. Mr.  
 Brewster declined a re-election as Chief Consul and the  
 choice fell on Robt. Holm. For the other officers the fol-  
 lowing gentlemen were chosen, viz: Vice-Consul, A. L.  
 Jordan; Secretary-Treasurer, J. H. Kelley; Representa-  
 tives, Walter Jaccard and Geo. A. Case; Chairman Racing  
 Board, N. T. Haynes; Chairman Touring Board, C. B.  
 Ellis. Mr. Brewster was chosen chairman of a committee  
 to conduct the election and canvass the votes. Mr. Holm,  
 who was chosen C. C., is a strong supporter of the League,  
 and will put his whole heart into the work of his new office.  
 Jordan will make a popular V.-C., and will prove a hard  
 worker. There was no mistake made in selecting Joe Kelley  
 as Sec.-Treas. Jaccard, Haynes and Ellis, the Kansas City  
 contingent, are all good men, and will make their influence  
 felt in their district. Mr. Case can be depended on to keep  
 the Southwest in line.

## THE RACES.

The races were called at 2:30 P. M. Mr. Brewster was  
 referee, Messrs. Ellis, Kelley and Child judges, Green-  
 wood, Hoffman and Jaccard timers, and Holm clerk. The  
 weather was perfect and the track in good condition,  
 though slow. The Cycle Club men had trained hard for  
 the events and presented a fine team. It was a veritable  
 picnic for them, and the way they wiped up the ground  
 with their adversaries was a caution. The Missouri Club  
 only had four men entered, and of these only two, Hodgen  
 and Ring, had done any training. Stone practiced the day  
 before, and seemed to be riding strong, but he was run  
 completely off his legs in the first race he entered, and fin-  
 ished last. He made no further attempts.

With the exception of Stone, the Missouri men rode ordi-  
 nary road wheels, while the Cycle men had racers. This  
 fact, however, did not affect the results. The Cycle men  
 won on their merits; they were well coached, rode with in-  
 telligence and skill and deserved their success. They were  
 "out for the stuff," and every first place but one fell into  
 their hands. The one exception, appropriately enough,  
 the consolation prize, went to the Missouri Club, but it was  
 by the closest kind of a margin, Tivy only being beaten  
 three inches. He was ahead two yards from the tape, but  
 Ring had a little spurt left, and lifted his wheel over the  
 line just in time. In the team race Stone, Hodgen and  
 Ring were named to represent the M. B. C., but Stone re-  
 fused to ride, and as no substitute could be found the Cycle  
 team, Barnard, Harding and Sanders, had the race to them-  
 selves. They went over the course in a hurry; in fact,  
 they were feeling so gay that they ran away with them-  
 selves and could not be stopped until they had run an extra  
 half mile, and even then they had to be pulled off.

The referee had a hard time of it; there were no less than  
 five protests entered in the first four races, four for unfair  
 starting and one against Barnard for foul riding. The pro-  
 tests against Pomerade, Mehlig and Barnard were over-  
 ruled; the others were sustained. In the evening there  
 was a grand display of fireworks by the Sedalia Flambeau  
 Club, and afterward the banquet and presentation of prizes.  
 Owing to the late hour of starting the banquet the toasts  
 had to be dispensed with in order that the St. Louis men  
 might reach the station in time for their train. Before the  
 first course was brought on, however, Capt. L. L. Bridges,  
 who could not remain to the banquet, made an address on the  
 subject of "The bicycle as a vehicle in the eyes of  
 law." This gentleman is a lawyer and speaker of national  
 reputation, and his address was attentively listened to and  
 enthusiastically applauded. He ventured the prediction  
 that our old enemy Warner, of "Warner bill" fame, would  
 be riding a bicycle inside of a year.

The toastmaster, Mr. Brewster, presented the prizes,  
 and the proceedings closed with three rousing cheers for  
 Sedalia, her wheelmen and her citizens.

The Cycle Club men had a great time on Thursday; it was  
 clearly their day on. They landed on top in every event  
 and kept registering all day long. They won over the  
 dining-room girls, scooped the best things from the kitchen,  
 took all the races and finally captured the girls from Jeff-  
 erson City. Their pernicious activity caused many heart-  
 aches from the Missouri men and there were deep vows of  
 future retribution. While the Cycle boys were justly  
 jubilant and laughed with "ghoulish glee" whenever  
 they accidentally poked a Missouri man out from under the  
 bed or from behind a door, they were not offensive about  
 it at all and no one begrudged them their good fortune.

Pomerade took pity on one forlorn M. B. C. man who  
 was trying to hide behind a freight-car at the depot until  
 his train arrived and offered to introduce him to the young  
 lady from Jefferson City who hung confidently on his arm,  
 but the offer was declined. For fear that too much credit  
 may be given Pomerade for this apparently generous act,  
 it should be stated that the man he selected to bestow his  
 favor upon was the only married man in the Missouri  
 delegation and one who has a well-earned reputation for  
 circumspect conduct when away from home. Is it not  
 reasonable to suppose that Pomerade knew what he was  
 about when he made the offer and had calculated the  
 chances of its acceptance before he made it? Did he make  
 any such offer to Alex. Lewis or Bob Holm? Not very  
 much he didn't.

Dr. Henderson, of Kansas City, was there with his  
 "sawed-off" bottle-green velvet coat, helmet, bugle and

whiskers. The latter were carefully combed out at right  
 angles with his face. This not only gave him a very dis-  
 tinguished appearance but it also gave the wind a chance.  
 The "ahs" and "ohs" as he passed in review before the  
 grand stand must have been very gratifying even to him,  
 modest and shrinking as he is known to be.

The Missouri men should remember that "sweet are the  
 uses of adversity" if they will only take advantage of its  
 teachings. They needed a little "swiping" of this kind to  
 bring them to a realization of the situation, and the lesson  
 will do them lots of good. Look out for them in August.  
 As one man of the Cycle Club said with convincing em-  
 phasis but suspicious grammar, "We learned them a thing  
 or two this time that they won't soon forget."

ITHURIEL.

## A SELECTED LIST OF PATENTS.

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

E. Mohrig, San Francisco, Cal. Bicycle.  
 F. J. Pratt, Jackson, Miss. Combination  
 wrench.  
 O. Hanson, Worcester, Mass. Velocipede.  
 T. B. Jeffery, Ravenswood, Ill. Velocipede.  
 A. H. Overman, Newton, Mass. Brake for  
 velocipedes.

All bearing date of July 9, 1889.

The party of American wheelmen reached Geneva July  
 7. All the party are in good health.

The Brooklyn Bicycle Club will have a run to Far Rock-  
 away on Sunday next, leaving the club-house at 8:30 A. M.

W. D. Cruikshank, of Ovid, N. Y., sailed on Wednesday  
 on the City of Paris. He will wheel through England and  
 France.

The Cyclists' Union, of Long Island, was unsuccessful  
 in its attempt to have bicycles admitted to Greenwood  
 Cemetery.

A number of Eastern racing men will go on to the Lan-  
 caster, Pa., tournament, as the programme of events is very  
 attractive to long-distance racers.

Darien, Conn., bicyclists organized a club on Wednesday  
 evening. In the town there are said to be upward of fifty  
 wheelmen and the number is increasing.

The rapid increase in membership of the Prospect  
 Wheelmen, of Brooklyn, makes it necessary for the club to  
 look for club quarters in the vicinity of Prospect Park.

The Hagerstown people were wondering where Secre-  
 tary Bassett was. It seemed rather curious that the Secre-  
 tary of the League should have absented himself from the  
 meet.

Harry Hodgson loitered about Boston until Wednesday,  
 spent Thursday in New York and left for New Orleans on  
 Thursday evening. Harry will probably join the Maryland  
 Bicycle Club.

Beginning on Thursday, August 1, it will be unlawful  
 for bicyclists in Norwalk, Conn., to ride after dusk unless  
 provided with a lamp and whistle, which must be blown at  
 short intervals.

Psycho cycles are shipped the same day as ordered is the  
 burden of the Capital Cycle Company's advertisement.  
 Psychos showed up strong at Hagerstown, there being  
 forty-one Psycho safeties all told.

M. L. Bridgman, President of the Kings County Wheel-  
 men and the L. I. C. U., played the quiet, dignified gentle-  
 man at the League Meet, made a good speech and left an  
 impression of worth and solidity. "Bridgy" is a man of  
 destiny.

Mr. Coan, Superintendent of the Electric Light Co. in  
 St. Catharines, Ont., met with a severe accident recently. He  
 was riding a racing machine on Ontario Street, and ran  
 into another bicycle and got a fall, cutting open his chin  
 and spraining his arm.

"Bronson Hill," which was selected for the hill-climbing  
 contest at the Bridgeport, Conn., meet of the L. A. W., is  
 said never to have been climbed, save by two Bridgeport-  
 ers, until Clark Barnum tried it. He succeeded, too, the  
 first time, although the hill, which is a quarter of a mile  
 long, tried him sorely.

Chairman A. W. Robinson and Capts. Cubberly, of Som-  
 erville, and Benson, of Dorchester, have called the next  
 union run of Massachusetts wheelmen to Nantasket Beach  
 for July 28. The headquarters will be at the Pacific House.  
 Captains are requested to call their runs for that day in ac-  
 cordance with this notification, and to notify the committee  
 before July 25 how many will attend.

## SERIOUS LOSS BY FIRE.

The Pope Mfg. Co.'s stock at Boston was damaged to the  
 extent of some three thousand dollars by fire and water  
 last Tuesday evening. Prompt measures were taken to  
 save as much as possible by covering with rubber blankets,  
 the fire having caught on the roof, but the covering was  
 not sufficient to protect against all damages. There will  
 doubtless be some damaged Columbias for sale cheap.

The members of the New York Club deeply regret the  
 sad death of their fellow-member, Mr. Frank C. Leeper.  
 Mr. Leeper rode to Coney Island on Sunday last, and  
 going in to bathe went beyond the life lines and was  
 drowned. Mr. Leeper was a good swimmer, and his  
 death must have been caused by cramps. It was fully two  
 hours after dinner before he entered the water, so that his  
 death cannot be traced to lack of caution. At the June  
 meeting of the club, held Wednesday evening, a committee  
 was appointed to draft resolutions of sympathy.

## RED HOT IN '90.

Trade for '90 promises to be red hot. The figures  
 of the League parade, in which the "safes" actually  
 outnumbered the "cranks," gauge the strength of the  
 safety tide, and the waters seem to be rising still higher.  
 Here are some of the trade rumors that float into this  
 sanctum: That two New York gentlemen have organized a  
 company; this is fact as well as rumor. That three large  
 Western agents will manufacture or have wheels manufac-  
 tured for them. That Rudge & Co. will be represented  
 here, but that their product will not be named "Rudge."



## PIONEER'S PENCILINGS.

I am so happy, and feel so grateful for the advantage that ladies now have with their safeties of enjoying themselves with their brother wheelmen that I cannot resist relating in your valuable columns, in as few words as possible, what a glorious time I had at the Tenth Annual Meet of the League of American Wheelmen.

Yes, I attended the meet, and I am sure that every one who did can only say that they had a most enjoyable time. Our Hagerstown boys certainly did everything to make each and every one happy.

There were nine in our party, and a jolly crowd were we: Deacon Raisbeck and Wm. De Graaf, accompanied by their charming daughters, Mr. and Mrs. Frisbie and the Messrs. Smith brothers and Mrs. Smith. We had such a jolly time in Hagerstown that after the meet we prolonged our pleasures by returning home via Washington.

Leaving Hagerstown on the midnight train of July 4, we reached our destination at 3 A. M. It took but a few moments to get our wheels out of the baggage car, and we were soon gliding swiftly along on the elegant streets. Of course, the usual question was not forgotten: "What did the band play?" \* \* \* This only increased our pleasure.

Well, we sought accommodations for the party only to rest their heads for a few hours.

Arrangements were made to meet at 10 o'clock A. M., and when I reached the hotel all were on hand. This day (Friday) we selected for sight-seeing. The Capitol was the first place, where we had every point of interest shown us. On leaving, the guide gave us permission to cut a chip of wood out of the Judge's desk in the House of Representatives.

Next was the Bureau of Engraving. We were the fourth bicycling party that had been shown through the building that day. Thence to the Smithsonian Institution and National Museum. Then another call, "What did the band play?" and in a few minutes we found ourselves looking out from the marble windows of the Washington National Monument. "Possibly as near heaven as we will ever get." Then followed eight minutes' coast in the elevator—not on wheels, but wire ropes.

The next important feature was to satisfy our appetites, and we soon had a delicious dinner before us. I am often ashamed of myself, for it seems since I have taken to the safety, I take these kind of runs so often, and my appetite grows so intense, that at home they declare they must increase my board bill.

After dinner, a run was made to the Soldiers' Home. This was most enjoyable on account of being taken in the cool moonlight. At 11:30 we returned home.

Saturday, the sixth day on the wheel, we arose early and took the road for a nine-mile run arriving at Cabin John Bridge at 8 o'clock with a most delightful appetite. We had ordered our breakfast by telephone; consequently it was awaiting us. We rested for a while in the sunny woods of Maryland, and then took our wheels for a hot, sunny ride back, via the National Arlington Cemetery. Here we had the pleasure of registering at the old homestead of Gen. Lee.

Another delightful day of pleasure nearly gone. Dinner was next on the programme, with a short city run; in the meantime we had our photographs taken.

I could hardly realize that this time was so fast approaching, and that we must part. We had experienced one continuous round of pleasure; and we hope not for years, nor forever, but until our next L. A. W. Meet.

At 10:30 the New York train took away our dear ones, and all that echoes back is "Annie Laurie."

I was pleased to see so many ladies attend the Meet, but hope to see more safety riders next year.

Such are the enjoyments on the two-wheeler. Can you blame me for persuading our fair sex to ride the safety? PIONEER, 18123.

Washington, D. C., July 10.

## RACES AT LANCASTER, PA.

Owing to unfavorable weather July 4 the Lancaster (Pa.) bicycle races were declared off for that date, and will be run on the afternoons of July 18 and 19.

The entries have been reopened and a club team race of three miles added. Teams to consist of three men.

Greater preparations than before are being made for this as a cycling event, and more prizes added.

Reduced rates at hotels have been secured, as follows: Americus, \$1.75; Stevens, \$2.00; Lancaster, European plan.

A special feature will be the lantern parade, to take place July 18, at 8:30 P. M. Capt. John B. Miller, of Lancaster, has charge of formation of line of parade.

Headquarters is at the Stevens House, where everybody will be made heartily welcome. With good weather, a large crowd should be present.

We append below a complete list of events for both days:

One-mile novice, open; 2-mile safety, open; 1-mile ordinary, open to boys under sixteen years; 1-mile Pennsylvania L. A. W. championship; 2-mile Lancaster Co. championship; 1-mile club safety; 3-mile club team—teams of three men; 1-mile "flying start," open; 1/2-mile Pennsylvania L. A. W. championship; 2-mile club handicap (safeties barred); 1-mile tandem bicycle, open; 1/2-mile club novice; 2-mile, open; 1/2-mile, "hands off," open; 3-mile lap race, open; 1-mile safety "consolation"; 1-mile ordinary "consolation."

## PROGRAMME OF THE HARTFORD TOURNAMENT.

The Racing Committee of the Hartford Wheel Club are earnestly at work on the details of a cycling tournament, intended to be the greatest ever given in this country, and have decided upon the programme of races given below, subject to changes prior to August 1.

The club has also decided to give a 20-mile road race, to be run on the morning of the second day, open to any and all members of the League of American Wheelmen, the details of which will appear at a later date.

The committee on behalf of the Connecticut

Division are hard at work arranging for the entertainment of League members who attend the meet. It is the intention of the committee to make this the largest and best entertainment ever given at any gathering of League men, and from both a racing and social standpoint the greatest event that has occurred in New England for years.

## FIRST DAY, SEPTEMBER 4.

One-mile novice; one-mile novice, Rover type R. D. Safety (no wheel under 35 pounds); one-mile State L. A. W. championship; two-mile tandem safety National L. A. W. championship; one-mile Columbia Cycle Club handicap; one-mile open; three-mile National L. A. W. championship, Rover type R. D. Safety; two-mile handicap; one-mile open, Rover type R. D. Safety; one-mile, 3.00 class; one-mile team race (3 men), for Connecticut clubs only.

## SECOND DAY, SEPTEMBER 5.

One-mile handicap (in heats), Rover type R. D. Safety; one-mile handicap (in heats); one-mile State L. A. W. championship, Rover type R. D. Safety; one-mile Hartford Wheel handicap; one-mile, 3.20 class, Rover type R. D. Safety (no wheel under 35 pounds); five-mile lap; one-mile tandem safety handicap; one-mile, 2.50 class; one-mile consolation.

## MISSOURI DIVISION RACES AT SEDALIA, JULY 4.

One-mile novice—J. R. Pomerade first, W. S. Snyder second. Time, 3.08 1-5.

Half-mile Missouri Division championship—E. Barnard first, J. M. Hodgen second. Time, 1.25 2-5.

One-mile safety handicap—R. Hurck first, G. E. Tivy second. Time, 3.22 2-5.

Two-mile bicycle handicap—E. N. Sanders first, A. M. Lewis second. Time, 6.10 3-5.

One-mile bicycle, open—A. G. Harding first, Jno. M. Hodgen second. Time, 3.03 4-5.

Two-mile championship, Missouri Division—E. Barnard first, E. N. Sanders second. Time, 6.35.

One-mile safety, open—R. Hurck first, Harry Gordon second. Time, 3.36 2-5.

One-mile team race, open—St. Louis Cycle Club, walk over.

One-mile bicycle handicap—A. G. Harding first, E. N. Sanders second. Time, 2.57 2-5.

One-mile consolation—V. P. Ring first, G. E. Tivy second. Time, 3.09 4-5.

## GOOD TIME MADE ON THE ROAD AT PEORIA, ILL.

The 10-mile bicycle handicap between Peoria amateurs, which has been anxiously anticipated by lovers of the wheel and the public generally for some time, occurred yesterday afternoon on the Mount Holly road, and was witnessed by a crowd of 1,000 people, many ladies being among the number.

The road was in an exceedingly rough condition and covered in many places with loose gravel, making it especially hard on the wheelmen and very unfavorable for fast time. In the course selected there were fourteen hills to be climbed and descended, so the public can see at a glance what sort of an undertaking the ambitious aspirants had in hand. The start was made at thirteen minutes to five o'clock, in the following order:

	MINUTES.
George A. Monteith.....	12 1/2
W. F. Harrah.....	12
Thomas Houghton.....	11 1/2
L. H. Smith.....	10
Frank Lucas.....	9 1/2
H. A. McGinnis.....	9
William Erler.....	8 1/2
E. P. Blake.....	7 1/2
C. R. Gibson.....	6 1/2
Hiram Pierce.....	6
H. L. Pierce.....	5
F. F. Kneer.....	4 1/2
Louis Finch.....	4
H. J. Smith.....	3
Bert Myers.....	Scratch

Long before Myers started many of the contestants were out of sight. He struck a terrific pace from the outset, and broke his previous record made on the same road two years ago (40m. 27s.), completing the distance, notwithstanding the rough road, in 37m. 10s., the fastest time of the race.

At Big Hollow, where the turn was made, the following was the order of the procession: Monteith, Harrah, Lucas, McGinnis, Erler, L. H. Smith, Vogelsang, Houghton, Kneer, H. L. Pierce, Blake and Downing, Hiram Pierce, H. J. Smith, Gibson, Schnebley, Misner, Finch and Myers, Hale.

The journey was continued and the finish was as follows:

	MINUTES.	SECONDS.
Geo. A. Monteith.....	47	15
W. F. Harrah.....	47	18
Frank Lucas.....	46	15
H. A. McGinnis.....	45	15
Wm. Erler.....	45	22
Bert Myers.....	37	10
F. F. Kneer.....	41	49
L. H. Smith.....	49	44
H. J. Smith.....	42	16
Hiram Pierce.....	45	30
H. L. Pierce.....	44	45
Thos. Houghton.....	52	30
E. P. Blake.....	49	27
Louis Finch.....	46	05
C. R. Gibson.....	50	33

Myers came in fresh and was greeted with a cheer, as was also Kneer, who made the next best time, 41m. 49s.

George A. Monteith, the winner of the race, is an employee of *The Transcript*, and, like Bert Myers, came from Toulon. W. F. Harrah, who came in second, is the son of the Rev. W. F. Harrah, pastor of Plymouth Congregational Church. Frank Lucas, third in the race, is a member of the Watch Factory Club, at which establishment he is employed.

The affair was under the management of the following gentlemen:

Referee, H. G. Rouse; judges, F. S. Beavis, H. H. Murray; timers, W. H. Smith, C. F. Vail, A. F. Westlake; checkers and scorers at the turn (Big Hollow), M. X. Chuse, Jr., C. R. Beecher, L. E. Gilbert; checkers and scorers at finish (Jackson's Corners), W. H. McCulloch, F. D. Wolcott, B. L. Diefendorff; starter, C. F. Vail; official handicappers, W. H. Smith, President Watch Factory Bicycle Club; C. F. Vail, President Peoria Bicycle Club; A. F. Westlake.—*Peoria Transcript*.

A. B. Barkman spent three days of this week at the Victor factory.

J. K. Starley, of J. K. Starley & Co., is expected in this country shortly.

S. G. Whittaker and wife have left New York to spend a week at Washington.

Asphalt pavements are being laid on upper Broad and Clinton Streets, Newark.

A. E. Schaaf, of the Gormully & Jeffery Manufacturing Co., has been in Gotham. He will return within a week with Mrs. Schaaf and reside here during August.

George Updegraff was indefatigable. He placed an entire floor of his factory at the disposal of the press, but it was not used much. A newspaper man must be in the crowd.

C. E. Larom, of New Haven, finished first in the scorch from Hagerstown to Williamsport, on July 2. Purvis-Bruce, Shipsey, of the New York Club; Goodman, of the Hartford Club, were among the first six out of the fifty who started.

No man who attended the League Meet can forget Chief Consul Mott. Field-Marshal Mott was here, there and everywhere, yet bland and happy all the time. Mr. Mott was the "good, kind host" to perfection, and his efforts to oil the machinery of hospitality did not detract from the dignity of Maryland's Chief Consul. He is a truly great little man.

A. C. Banker rode in splendid form at Hagerstown, easily beating Wilhelm, Crist, Rich and Brown. Wilhelm was the fastest man at the meet bar Banker. Crist did not perform brilliantly and Brown was ill from the water. Rich was in poor shape and it will take him some time to get into form. Kingsland was ill and did not ride. Emmerson, who won the tricycle event in a canter, and romped home in the novices' race, is a new man, powerfully built, and should make a 2 35 man. We doubt if he will train for path racing, as he is married and could scarcely spare the time necessary to get fit.

## THE PULLMAN COURSE.

The Pullman road race-course has never been accurately surveyed, but measures about 15 1/2 miles by cyclometer. With the exception of the "sand hill," which is not much of a grade, and which is unrideable for 75 yards, there are no hills worth mentioning. Eight miles of the course are perfectly smooth. The 9th and 10th miles are moderately good country road. The 11th, 12th, 13th and 14th miles are rough, uneven and hard to ride. The last mile is excellent, macadamized road, but with quite a number of right-angle turns in it. The best time over the course is 53m. 19 1-5s., by N. H. Van Sicken.

## EDITOR THE WHEEL:

Noticing the remarks of "Ram Lal" in "K. C. W. Notes" in your last issue, I would like to state that he misrepresents us in various ways. We did not keep our men inside the dressing-room until the team race was called, but, on the contrary, each one of us, with the exception of Banker, rode a hard race before this event was called.

In regard to the K. C. W. team having been tired out before the team race, I would say that we will accommodate them with another race if they desire to show what they can do when fresh. They can have the same men, the same distance and the same track, or may substitute other members of the team should they choose to do so. While we naturally feel elated over our success, we should like to meet the K. C. W. team again—for a suitable trophy—and then we should feel satisfied that the best team won.

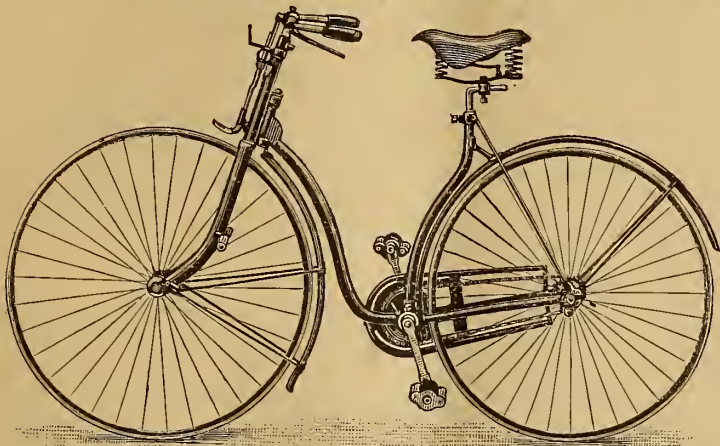
I should like to hear from the K. C. W. in regard to this matter, and hope that they will consider this note simply an announcement that we wish to give all a fair show.

JOHN W. SCHOFER,  
For the Berkley Team.

[A match between the teams of the two clubs would make an interesting race. It is true, nevertheless, that the K. C. W. men had taken much out of themselves before the team race was ridden.—Ed.]



# THE ROVER SAFETY



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On the Road, beating all track records.

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Both of these records were accomplished by  
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Champion of Pacific Coast.

SAN FRANCISCO, CAL., }  
February 19, 1889. }

DEAR SIR:

I desire to express my appreciation of the 56-inch New Mail bicycle purchased four months ago.

The great rigidity and easy steering of the Trigwell Ball Head is a pleasant relief after years of experience with the ordinary cone.

Since receiving the New Mail I have won from scratch all races in which I have competed, and am more than pleased with its easy running qualities. I truly believe it is the best all-round bicycle manufactured.

F. D. ELWELL,  
Champion Cal. Div. L. A. W., 1888.



## SPECIALTIES.

### WITH TRIGWELL BALL HEAD.

The advantages of Trigwell's Ball Head to the Ordinary is even surpassed in its application to a Safety (in fact it seems **Specially Designed for a Safety**), for by its rigid bearing, and not needing adjustment, it keeps the front wheel steady, and obviates sensitive steering, which fault all Safeties have had.

### SPRING FRONT FORK,

preventing vibration—very easy and out of sight.

**REAR AXLE BAND BRAKE**  
the place for a brake—not fouled with mud as when near the tire.

Has **PERFECTLY STRAIGHT FRONT FORK**, giving steadiness of running to front wheel.

Has **TANGENT SPOKES**, half-nickel to intersections, giving a very handsome appearance.

Has **STRENGTHENED BASE HOLLOW RIM**.

Has **KEYSTONE SADDLE**, very easy, and specially fitted for a Safety, as it has no side or rocking motion, which is fatal to steadiness on a Safety.

Approved by R. H. Davis, the Champion Safety rider, and others, as the Best.

**STEEL FORGINGS** throughout.  
DON'T buy a Safety or Ordinary until sending for our Catalogue.

SEND FOR CATALOGUE.

**SEE THESE WHEELS.**

SEND FOR CATALOGUE.

MANUFACTURERS,

# WILLIAM READ & SONS,

107 Washington St., Boston.



## ELWELL'S PARTY IN LA BELLE FRANCE.

### GOOD-BY TO ENGLAND.

On Monday, June 17, we found ourselves, after the usual haps and mishaps incidental to packing a trunk, prepared to leave London and England. Guided by our landlord on a trike and accompanied by Dring, Philpot, and other metropolitan wheelmen, we slipped over Westminster Bridge and were successfully landed in the suburbs without mishap, although not without occasional attacks of the "shivers," for riding across this city at 9 o'clock in the morning can hardly be regarded as a pleasure trip.

### ENTERTAINED BY FATHER OF FRANK WOOD.

Here we stopped for a few minutes to accept the hospitality of Mr. Wood, father of the great English amateur Frank Wood, and to say a final adieu to London, in which, despite the opinion to the contrary of *Wheeling*, we could not but feel that we had many very pleasant acquaintances. The run to Brighton, fifty miles distant, was an unusually pleasant day's work, including a view of the country from the top of the famous Reigate Hill, which was the finest seen on the trip through England. This hill will be remembered as being the one on which the first hill-climbing contest was ever ridden in England. Fortunately for some of us, we rode down instead of up this incline.

Brighton is a lively seaside resort on the south coast, and by the tales told of some of the boys who went "down on the beach to hear the band play," I guess we struck it "in the season."

### FROM NEW HAVEN TO DIEPPE.

The Paris, a very comfortable side-wheeler, left New Haven for Dieppe at 10:15 Tuesday morning, and some of the unfortunates who were unable to obtain their "'am and heggs" on time were obliged to indulge in some lively sprinting to cover the intervening seventeen miles in the allotted time. At the steamer landing we all felt very sorry to have to say good-by to "Faed" Wilson, who has been with us since our landing at Queenstown, as a member of the party and as correspondent for two of the leading cycling journals in England. Although since his boyhood he has been afflicted with total deafness, he has achieved great success on the race track, and is known as the best road rider in England, and as a cycling scribe is possessed of talents second to none. Always cheerful and smiling under all circumstances, he was a most popular and valued member of the party, and his absence will be severely felt throughout the remainder of the tour.

### THE CHANNEL SMOOTH FOR ONCE.

The trip across the English Channel was a decided improvement upon that across the Irish Sea, although the passengers, exclusive of our party, did not seem to think so. By dint of keeping our minds on subjects other than seasickness, the whole party (with one or two exceptions) managed to land at Dieppe accompanied by our breakfasts entire.

The customs officials were rather inclined to frown upon us, but either the simon pure accent or the "winning ways" (possibly the combination of the two) of our Joseph Pennell easily averted the threatened catastrophe, and we were allowed to proceed in peace to our hotel, the "Cellar Door" (Solieul D'Or).

### DISTANCE FROM HOME NOW REALIZED.

The fact that we are over three thousand miles from home and in a foreign country struck us with full force for the first time, when we looked about at Dieppe and found ourselves unable to read the signs on the stores or understand what the people were talking about. Heretofore our travels have been in the United Kingdom, where we found friends on every side and all things, to a certain extent, just as they are at home; and we did not fairly realize what a distance separates us from the home of Uncle Sam. Our five days in France, however, have brought us to a realizing sense of where we are, and some of our bluffs at the language are sufficient to bring tears of laughter to the eyes of a deaf and dumb Frenchman.

### FINEST ROADS YET SEEN.

We had an idea that the roads in England were about as good as roads could possibly be

made, but we take it back now, for the thoroughfares here are far superior. I cannot give you any idea of what fine riding we have been enjoying. Not only are the surfaces as hard and smooth as time and money can make them, but every hill is graded and whittled down to such an extent that anything in the shape of an incline, if it be not more than half a mile long, is hardly noticeable. It is, in fact, a paradise for cycling, and the only wonder is that the sport is not more popular than it is.

### THE FIRST RUN ON FRENCH SOIL.

The run from Dieppe to Rouen, of forty miles, which we had laid out as a day's work, was easily accomplished between eight o'clock and eleven or half past, and the following day we did the seventy-one miles to St. Germain very handsily. As none of us are particularly strong riders and one of us at least a rather poor one, this speaks volumes for the roads. At the latter place we had a glimpse of Parisian life. The grand old forests are converted into a vast pleasure-ground, which, at this season of the year, is thronged. We had our first glimpse of the celebrated Eiffel Tower from this place. The following morning we were met by twenty or so of French wheelmen to guide us into Paris.

### CURIOUS WAYS OF FRENCH CYCLISTS.

French wheelmen are curious chaps. Their idea of entertaining us on the way seemed to consist of firing pistols, keeping up a continual blowing of bicycle horns, and photographing us once in every fifteen minutes. Having our pictures taken and never seeing even the proofs has long since gotten to be a "chestnut" of a wormy order. They also treated us to cold lemonade and allowed us to pay thirty cents a glass for it! However, their intentions were good, and we submitted with what grace we could muster. Our quarters in Paris we found to be very pleasant and centrally located, just off the Rue de Rivoli, opposite the Tuileries. The proprietor is a genial fellow, who speaks very good English, which I assure you is a great convenience.

### HAVING A GREAT TIME IN PARIS.

In spite of the language and extremely primitive breakfasts, I am afraid it is going to be hard work for Mr. Elwell to persuade the boys to mount their wheels and leave Paris behind them on Saturday morning next. There is so much of interest to be seen in Paris, and so much to enjoy, that one and all will be very loth to leave the gay city.

Yesterday (Sunday) we were invited by the members of the *Cercle de la Pedale* to take a run to Versailles, look about, and witness the junior races to be held there. Quite a large number of the boys availed themselves of the opportunity and enjoyed a treat, for Versailles is magnificent. We were well looked out for by Mr. H. O. Duncan and M. Louis Souberbie, of the above club.

### THE WAY OUR FRENCH BRETHREN CONDUCT RACES.

French bicycle races are most peculiar. They have no tracks but stake off a half-mile or so of their magnificent road, plant a turning post at either end, and up and down this rather novel race-course they run all their races. The sight of a dozen racing men, attired in very giddy "togs," slowing up and turning one of these posts in a bunch borders on the ridiculous. They have some very good men, although as a class they are not nearly such strong riders as the English and Irish cyclers. The sport is comparatively young in France, but is growing rapidly.

### COMPATRIOTS MET ABROAD.

We see a great deal of D. J. Canary, the trick rider, who is performing here, and also of Woodside, the English racer, who is on an outing in Paris. Buffalo Bill has invited the party to attend the "Wild West" show, and on Wednesday evening we are to be entertained at the rooms of the Metropolitan Bi. Club. It is needless to say that we are having a grand time here, and enjoying ourselves as only Americans in Paris can.

TAM O'SHANTER.

Captain N. H. Van Sicklen, of the Chicago Cycling Club, has challenged the Illinois Cycle Club to a team race, three or five miles, teams of three or more, the race to take place on Cheltenham Beach track, August 24.

## COURTESIES TO THE AMERICAN TOURISTS IN FRANCE.

The American cyclists were entertained last night by their French wheeling brethren at the Restaurant Dehouve, the spacious private hall of which had been specially engaged for the occasion.

The reception committee was composed of M. Grossen, President of the Societe Velocipedique Metropolitaine; Dr. Minart, President of the Sport Velocipedique Parisien; M. Duhayon, Vice-President of the Cercle de la Pedale; M. Pradelles, Secretary of the "Veloce Sport Parisien," and M. de Baroncelli, Chief Consul of the C. T. C., and Consul of the "Union Velocipedique Francais."

### WELCOME, AMERICANS.

A cordial welcome was given by the French cyclists to the Americans, who partook of coffee and cigars. Immediately afterward M. de Baroncelli made a telling speech in French, in which he expressed the great sympathy that the French velocipedists felt for their American brethren. M. de Baroncelli rendered all honor to the American wheelmen, who had accomplished a feat never before performed by any foreign cyclists.

### CYCLING COURTESIES.

M. de Baroncelli then presented the Americans with a detailed itinerary of the roads to be followed from Paris to Geneva, and said that the Consuls of the C. T. C. in the different towns through which they had to pass had been informed of their arrival, and would be ready to meet them and render any assistance or give any information in their power.

M. Baroncelli's speech was translated by one of the Americans in a manner which elicited hearty applause.

### AMERICAN THANKS.

Mr. Elwell, the manager of the American party, replied to the French toast in English, saying that, while expressing the thanks of all the party for the cordial reception that had been offered to them, he could only add that the more the Americans had seen of France, the more they appreciated it. There were bonds of sympathy between the two countries, which were the more appreciated as one learned to know and love France and the French.

Mr. Elwell proposed the health of the French cyclists, and specially thanked M. de Baroncelli and those English and American wheelmen who had gone out to meet them on their arrival in a foreign land.

### AGREEABLE ENTERTAINMENT.

As soon as the toasts had been duly honored, several of the French cyclists gave proof of their capability to entertain their guests, both vocally and instrumentally, and in order not to be behindhand in contributing to the evening's enjoyment, several of the Americans gave some capitally rendered choruses in English.

Among the visitors invited to assist in welcoming the American tourists were M. Mousset, M. Porten, M. Frank Mennons, M. Colvin, the manager of Humber's; M. Herelle, M. G. Austin Taylor, the C. T. C. Consul for Colombes; M. Leneveu, M. Renaud, M. Medinger, M. Pagis, M. Canary, the well-known trick rider; and M. Jules Dubois, who gave a wonderful imitation of a pedantic lady singing Gounod's "Berceuse."

The Americans were thoroughly pleased with their reception, which, they said, was one more red mark in their diaries of the pleasant times they had spent in Paris.—European edition of *New York Herald*, June 27.

## ELWELL'S PARTY RECEIVE A KIND INVITATION FROM MAYENCE, GER.

We have to ask of you a great favor. It is known here to the cycling clubs of this district that a party of American cyclists are now in Paris. The committee of the Frankfurt-on-the-Main and Mayence bicycle clubs ask us to write to Paris and kindly invite the gentlemen to come to the Rhine. Their best route is via Strasburg, Heidelberg and Darmstadt, on to here. The clubs will meet them and accompany the gentlemen on their tours, so as to show them the beauties of the district. The committee here will furthermore arrange to have the



gentlemen met, when they leave, by the clubs of the next districts, and they authorize us to say that they will meet nowhere such a grand, handsome reception as awaits them here. We will shortly forward invitations from the clubs here to the American cyclists, and beg you in the meanwhile to make known the contents of this letter to those gentlemen, whose abode you will surely know. A reply would greatly oblige.

We can only repeat that a grand ovation awaits the cyclists.

Please let replies come to the *New York Herald* reading-room in Mayence. Trusting that you will have the kindness to make known the contents of this letter to the cyclists,

EDWARD SAARBACH & CO.

Mayence, June 24, 1889.

—European edition of *New York Herald*, June 27.

## ELWELL'S PARTY AT THE "WILD WEST" SHOW.

In response to a kind invitation from Colonel Cody, the American cyclists now in Paris were present at the afternoon performance of Buffalo Bill's Wild West show yesterday afternoon.

The Americans started from their hotel at 2 P. M. Baron de Baroncelli, Chief Consul of the C. T. C., was, with his usual kindness, on hand to pilot them, and on their way they were joined by several American, English and French resident cyclists.

Upon arriving at the Wild West the horns "tootled," and in obedience to orders a private door opened. In went the cyclists, and spun once around the camp, to the great astonishment of the vastly increasing crowd of French spectators. Wheels were "stacked," and Colonel Cody, accompanied by Mr. Nate Salisbury and Major Burke, advanced to welcome the "boys" from across the sea.

### A PRIVATE VIEW.

After a little friendly conversation with Colonel Cody, the American guests and their resident friends were conducted round the camp and the stables by Major Burke. Thence they were taken to the boxes reserved for them. Their entry was signaled by the playing of "Yankee Doodle" by the band.

When the performance began the horseman carrying the American flag was greeted with cheers of great enthusiasm by the American visitors. So also was Buffalo Bill, when he rode gracefully up and saluted them.

When the Deadwood coach started on its journey across the plains swarming with Indians, four of the American cyclists bravely took their places therein, taking with them Miss Agnes Taylor, one of the charming little daughters of the British Pro-Consul.

### AMERICAN CHEERS FOR COLONEL CODY.

After the performance, which was greatly appreciated by the enormous house, and not less by the invited guests, the American cyclists proceeded to visit Colonel Cody in his tent, to thank him for his kind reception. As the Colonel appeared at the door to ask them in, the "boys" gave him a real American cheer.

"What is the matter with Colonel Cody?"

"He's all right!" in chorus, followed by the "Ou-Ouah" and the loud spelling of "A-m-e-r-i-c-a, U. S. A." The French spectators who had followed the little band so far were much interested, and when, after taking leave of Buffalo Bill, the American cyclists and their friends mounted to leave the camp, their departure in single file was witnessed by at least a thousand people, who cheered as they formed themselves into marching order outside the gate.

The visit of the Americans was a great success. They themselves were immensely pleased with the show, and Colonel Cody was not less gratified with the Americans' enthusiastic appreciation of it.—European edition of *N. Y. Herald*, June 28.

## WHAT TO WEAR DURING THE SUMMER.

The underclothing should be of light-weight merino or balbriggan. This is preferable to any other material because it absorbs perspiration and does not retain or attract heat. The shirt should have long or at least half sleeves. The ends of the garments should be woven to fit snug. On very warm days, a flannel outside shirt and light colored and light weight trousers in addition to the merino underclothing outfit will make the best outfit obtainable. We have tried it and proven this theory of summer dress.

## WHEEL GOSSIP

Wiihelm's racing safety is geared to "87."

Purvis-Bruce is importing a 27 lb. Referee.

The floating concert will be given by the Louisville, Ky., Cycle Club on the 17th.

Whittaker will go into training in August, and will try for path and road records this fall.

George Banker, the Banker Brothers' other brother, has just made his debut on the path.

The sixth and final race for the Batson trophy will be run at New Orleans July 14. Course: St. Charles Avenue from Napoleon to Carrollton.

President Buckman, of the Minneapolis Bicycle Club, recently collided with a carriage on Fourth Street in that city, breaking his left arm at the elbow.

Genial J. Purvis-Bruce, well known as "Jack," is making a big reputation for himself in the cycling business as well as in the literary world.—*Philadelphia Item*.

New Bedford, Mass., has passed an ordinance prohibiting sidewalk riding; and also requires cyclists to carry lighted lamps after sunset. Both ideas are sensible ones.

Mr. H. Wade and daughter, of Newton Centre, Mass., are touring from North Adams to New York on bicycles, and were reported as in Great Barrington, Mass., June 29.

W. D. Banker, of Pittsburg, is the happy possessor of two beautiful Victor "safes," specially built, one a racer, under 30 lbs., the other a stiff-forked roadster, just over 30 lbs.

Mr. Birchfield, of the Louisiana Cycling Club, left Wednesday last for a three weeks' vacation, a good part of which will be spent a wheel on the graveled pikes of Indiana and Kentucky.

Mr. William Brooks, of the firm of Morris & Lewis, Philadelphia, met with a painful accident on Oxford Street last week by taking a header from his bicycle. His face was badly cut and several teeth broken out.

West, of the Clark Cycle Company's Baltimore store, should show splendid form on the safety this fall. He is a medium-sized, heavy-built Englishman, and looks like a powerful rider. His new Rapid is geared to "75."

It is stated that Wm. Van Wagoner was to have made his first attempt to ride a safety a mile inside of three minutes, hands off, on the Roger Williams Park, Providence, R. I., about July 8. We await the result with interest.

Mr. J. M. Verhoff, of the New Haven Bicycle Club, in company with two wheelmen from Schenectady, N. Y., sailed for Europe July 1. The party will land at Glasgow, and ride through England, Ireland, Scotland, Germany and France on their machines.

The fastest records in the world should be made in Australia; the finest wheels should be built in America. By "finest" we mean not excellence of material, construction or finish, but this country, being essentially inventive, should produce some valuable ideas.

It is a singular fact that the first clergyman who has ridden down to Ripley in cycling uniform, and assisted in the service, is an American. The honor is held by the Rev. C. E. Fessenden, of Summit Hill, Pa., late rector of St. Phillip's Church, in the diocese of Central Pennsylvania.

Some time since one B. C. Leslie, claiming to hail from Indianapolis or Minneapolis, competed at San Francisco in a one-mile bicycle novices' race. The Racing Board desires better knowledge of this man's record, and would be glad of any information. Address Charles S. Davol, Warren, R. I.

The New York State Division nominations are published in another column. The men nominated are well known in their districts, with the single exception of C. B. Watts, New York Club. With so many prominent men in this club, one can hardly understand why a new and unknown member was selected.

The *Daily News* Paris correspondent says that the Minister of War has decided to create corps of cyclist messengers to be attached to the infantry. The officers are to ride tricycles constructed to carry a small case for plans and paper, a cartridge box, a rifle and some food. The soldiers are either to ride tandem bicycles or on ordinary machines.

The Stenton wheelmen organized at Wayne Station, Pa., last week. The following officers were elected to serve for one year: President, H. C. Remick; Secretary, Fred D. Jennings; Treasurer, Clarence Cowperthwaite; Captain, J. H. Weeks; First Lieutenant, J. H. Cowperthwaite; Second Lieutenant, Charles Wrigley; Bugler, Fay Donkelberger.

The officers and members of the Michigan L. A. W. Division will probably arrange for the business meeting at Ypsilanti, September 20, with the parade and races on the following day at Detroit. As the International Exposition will take place in Detroit, a large number of riders will be present, so that the event will be of a greater magnitude than any yet held.

Owing to the objections of local riders to making the 50-mile road race of the Springfield Bicycle Club an open-to-all race, it has been decided to have two events, a 50-mile open to all and a 50-mile open to local riders, to be run Friday, September 13, over the Springfield-Hartford course. It has been decided to reduce the entrance fee to \$5, to be refunded to the first three men in. Entries will close September 1.

Mr. Bert McLean, of the Cambridgeport, Mass., Club is making arrangements for an excursion of a party to the summer carnival at Halifax, N. S., which begins August 5. It is expected that this party will leave Cambridge on August 3, attend the festivities of the carnival, which close upon the 10th, then wheel through to Annapolis, and, after resting for a brief period in that quaint old city by the sea, embark for home.

The regular monthly meeting of the Century Wheelmen, of Philadelphia, was held at the club-house on Friday night. The question of female membership was again brought up, but while the sentiment of the members is in favor of admitting ladies, it was decided that the club was

not in position financially at present to incur the heavy expenditures which will be necessary to fit up quarters for their accommodation.

The bicycle club of Lansing, Mich., are to take a week's trip through Canada in August. The start will be made at Windsor, and the old "Talbot" road taken, via St. Thomas to London. There they will spend a day as guests of the Forest City Club. The return to Lansing will probably be made via Sarnia and Port Huron. Those of the Grand Rapids, St. John, East Saginaw and Bay City clubs that have accepted the invitation to join the Lansing boys will start August 18.

Wallace Ross and George Bubeare, who have of late been road-sculling at Sale, have expressed a wish to ride against the best tricycle riders England possesses. They would be glad to take on any pedaler at from 25 to 100 miles on the path or on any fair road. This challenge has been taken up by Lee and Allard, who announce their readiness to pit tricycles against road-scullers. The rowers now express a desire that the cyclists shall ride machines equal in weight with their own.

At the annual meeting of the South End (Phila.) Wheelmen, held last week, the following officers were elected to serve for the ensuing year: Vice-president, J. J. Bradley; Secretary, T. W. McDougall; Assistant Secretary, Charles Hoffman; Treasurer, S. Young; Captain, C. A. Dimon; First Lieutenant, O. H. McCurdy; Second Lieutenant, H. M. Green; bugler, Charles W. Kolb. Mr. S. Jackson, Jr., was nominated for the presidency, but positively refused to serve; consequently that position is still vacant.

Some Englishmen are talking up the advisability of amalgamating the N. C. U. and the C. T. C. The N. C. U. legislates on all questions of the race-path, and is very much alive. The C. T. C. sells badges and coffee house lists, incidentally publishes a mummified monthly, and is very much dead. The C. T. C. membership was 21,000 in 1888, and now is 19,599, showing retrogression. Of its 21,000 members of 1888 over 5,000 failed to renew. There is little chance of the N. C. U.-C. T. C. amalgamation taking place.

While the Antique and Horrible procession was passing Mosely Block, Needham, Mass., July 4, a horse became frightened and sprang out to one side, upsetting and running over Mr. McCune, Superintendent of the Springfield Bicycle Company. Mr. McCune was considerably injured about the face and one ankle. The driver and owner of the horse, Mr. Bartlett, was thrown from the buggy when it came in collision with a team farther down the line, and was very badly injured by being run over. The horse was seriously injured.

The Pawtuxet, R. I., wheelmen have given up their club room, which they have occupied for about a year, and have had nicely fitted up. This has been brought about from several causes. The chief cause, however, is, that it had been practically of no use, as no meeting or club run had been held for some time, owing to the inability of a sufficient number to gather at the same time. The club, however, has by no means disbanded, and it is expected later on, when circumstances may be more auspicious, that it will again flourish.

The South End (Phila.) Wheelmen toured to Lancaster on July 2 to take part in the tournament given by the Lancaster Club on the Fourth. Rain prevented the races, for which Taxis, McDaniel and a number of Philadelphia flyers had entered, and they are postponed for a fortnight. The cyclists held their parade, headed by the Iroquois Band, and all the visitors were handsomely entertained by the Lancaster Bicycle Club. Representatives from the Williamsport, Wilmington, Reading, Kings County and other clubs were present in addition to the Philadelphia cyclists.

### A KIND ACTION.

The following card of thanks from the Lynn *Daily Item* fully explains itself and shows that the world is not wholly devoid of thoughtfulness:

"I take this opportunity of thanking the teachers of the First Universalist Sunday School—Rev. N. R. Wright in particular—and others who have assisted in procuring a tricycle for my use, having been unable to walk for over two years on account of contraction of the cords caused by rheumatism. The "Silent Horse" at this time is indeed acceptable."

A. BLAKELY.

The "American Team," under management of "Senator" Morgan, has again gone on the war-path, and this time is in pursuit of Australian scalps and shekels. They left Lincoln, Neb., July 4, for Salt Lake City, Utah, and go from there to Denver, Col. After filling a week's engagement there they go to San Francisco, sailing on Sept. 1 for Australia. Morgan's backer, Mr. John J. Hardin, who accompanies the party, is rumored to be worth \$100,000 in cash and Omaha real estate, and it is probable the party will neither have to walk home or trust to their bicycles to carry them back. Morgan says that all the stories regarding his marriage to Miss Oakes are false.

The following ticket for New Jersey L. A. W. officers has been proposed: Dr. G. Carleton Brown, of the E. W., Chief Consul; Dr. Benedict, of Jersey City, Vice Consul, and Mr. G. C. Pennell, of the E. W., Secretary-Treasurer. This is a strong ticket, and is supported by the large cycling clubs of the State and all of the prominent wheelmen. Dr. Brown's work while Chief Consul of New Jersey a few years ago is a guarantee of what he is able and willing to do. He built up the N. J. Division of the L. A. W. to be the third largest in the United States. Dr. Benedict is a popular member of the Hudson County Wheelmen, and an enthusiastic League member and worker. Mr. Pennell is President of the E. W., and his devotion in the cause is well known.

### A PLEASANT TOUR.

Secretary C. F. Johnston, of the Louisville Cycle Club, returned from his tour on Thursday last, and reports a fine time. His route was as follows: By train to Frankfort, on account of bad weather, on Thursday; by wheel to Lexington via Versailles, thirty-three miles, time four hours, fine roads, Friday morning; the balance of the day was spent in visiting various places of interest, the principal one being the Chautauqua Assembly, a branch of the New York body. Wheel to Paris, Blue Lick, where a stop of two hours was made to visit the celebrated springs and enjoy the scenery. After dinner, wheel to Flemingsburg, Ky., over the finest pikes in the State—the day's run being fifty-eight and a half miles. The next two days were spent in riding to the small towns within a radius of fifteen miles of Flemingsburg. Fleming County is, no doubt, the banner county of Kentucky in the number of miles of pike. It has over 300 miles, and all in fine condition. The return trip was all by train, on account of very bad weather.



## FIXTURES.

- 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.

## EUROPEAN CYCLING FIXTURES.

Germany.—Berlin, July 21, September 15; Hanover, September 8; Cologne, August 12; Chemnitz, September 8; Frankfurt-on-the-Maine, September 1; Mannheim, September 8; Crefeld, September 8. Hamburg.—Altona, September 22; Bochum, August 25; Madgeburg, September 8. Denmark.—Copenhagen International Meeting, August 18.

## CONNECTICUT DIVISION L. A. W. MEET, AT BRIDGEPORT, CONN., JULY 8.

Everything seems to have favored the Bridgeport Wheel Club in the meet just held there, and the whole affair may be pronounced a success. Early arrivals Sunday evening painted the town a mild shade of crimson, as might be expected from the example just set at Hagerstown. Among prominent Connecticut wheelmen present we note Messrs. Grundle, "Joe" Goodman, E. De Blois, Chapman, J. F. Ives, L. B. Gaylor, of the Eagle Bicycle Company, P. M. Harris, C. E. Moore, Chief Consul C. E. Larom, and others too numerous to give at length. The day of the races was clear but warm, mercury stopping its flight upward at 88°. Some two hundred and fifty took part in the parade at 12, to the delight of a large audience.

The races were run off on the half-mile track (trotting) in Seaside Park. The track's condition was good, and the wind blew down the homestretch at the finish. No gate fee being charged, some 5,000 people witnessed the races, which were run off in the order given below, and commenced at 2:30:

One-mile ordinary—W. G. Class, Berkeley A. C., first; time, 3m. 1-5s.; Ludwig Foster, Elwood, Conn., second; time, 3m. 1-5s.; C. B. Fuller, Danbury, o; C. A. Fox, Bridgeport, o; Geo. Smart, Hartford, o; E. Van Wagoner, Milford, o; L. L. Clarke, Berkeley A. C., o; J. W. Schoefer, Berkeley A. C., o; F. T. Reid, Hartford, o; W. F. Murphy, Brooklyn, o.

One-half mile ordinary, open—J. W. Schoefer, Berkeley A. C., first; time, 1m. 25 3-5s.; Ludwig Foster, second, time, 1m. 27 1-2s.; C. B. Fuller, Danbury, o; C. A. Fox, Bridgeport, o; Geo. Smart, Hartford, o; F. Lebing, Bridgeport, o; L. L. Clarke, Berkeley A. C., o; F. T. Reid, Hartford, o.

One-mile safety—C. A. Pickett, New Haven B. C., first; time, 2m. 3 1-2s.; Wm. Harding, Hartford, second; time, 2m. 4 1-2s.; C. E. Larom, New Haven B. C., third; F. R. Townsend, Bridgeport, o; E. S. Raymond, Bridgeport, o; H. Tyler, Bridgeport, o; J. F. Ives, Meriden, o; W. F. Murphy, Brooklyn, o.

Three-mile ordinary—L. L. Clarke, Berkeley A. C., first; time, 10m. 17 4-5s.; W. F. Murphy, Brooklyn, second; time, 10m. 19 1-5s.; Ludwig Foster, third; F. Lebing, Bridgeport, o; C. B. Fuller, Danbury, o; Geo. Smart, Hartford, o; W. G. Class, Berkeley A. C., o; F. T. Reid, Hartford, o.

One-mile tandem ordinary—J. W. Schoefer and W. G. Class, first; time, 3m. 8s.; A. N. Welton and C. E. Larom, New Haven B. C., second; time, 3m. 8 3-5s.; W. Harding, Hartford, and L. Foster, Elwood, third, o; J. Wilkinson, Bridgeport, and W. Gould, o.

One-mile Bridgeport championship—C. A. Fox, first; time, 3m. 21 1-2s.; F. Lebing, second; time, 3m. 22 1-5s.; W. A. O'Neill, third; F. E. Soule, o; H. Elliott, o.

One-mile consolation, ordinary—Geo. Smart, first, 3m. 56s.; F. T. Reid, second, 3m. 56 1-5s. (Only competitors.)

Hill-climbing contest—Hill to be climbed was about a quarter of a mile high, and was surmounted by the best men in following order: W. B. Clough, Stamford, Conn. (Eagle), 1m. 10s.; G. A. Pickett, New Haven, B. C. (Rambler), 1m. 13 4-5s.; G. S. Hills, Bridgeport (Columbia Light Roadster), 1m. 15 2-5s.; H. J. Tyler (Columbia Light Roadster Safety), 1m. 21s.

The races and hill-climbing contest were in charge of the following gentlemen: Referee, C. E. Moore; Judges, R. B. Lacey, David Trubee, S. B. Jones, Geo. Prentice, D. S. Lacey; Timers, W. B. Middlebrook, Jas. H. Smith, C. F. Chew; Scorers, Wm. Richardson, Albert Birks, H. J. Lebing, A. B. Post; Starter, P. M. Harris; Clerk of Course, C. A. Reed; Umpires, Geo. Fryer, Jas. Torry, F. M. Halligan, H. A. Morris.

The evening was closed with a performance at Wagner's Summer Garden, attended by about 150. The chief attraction of the evening and a genuine surprise for the boys was the appearance on the stage of Chief Consul C. E. Larom, in minstrel make-up. He gave an amusing speech à la Dockstader, and introduced many telling hits.

A 2-mile handicap will be decided at Cape May on Saturday. The entries are: F. S. Brown, scratch; W. W. Taxis, 15 yards; A. A. Zimmerman, 60 yards.

## BICYCLE RACES AT ST. CATHARINES, ONT., JULY 2.

The postponed races of the bicycle tournament took place at Fairvale Driving Park, on July 2. Most of the wheelmen had departed for their homes, but all who had entered in the races remained. A petition, asking that the stores be closed, was handed around during the forenoon, and, in consequence, the majority of the business places were closed in the afternoon. About two o'clock the bicyclists, headed by the Nineteenth Reg't Band, took up the line of march for the course, where a goodly number had assembled. The weather was very warm, but it had the effect of placing the track in good condition, after the heavy shower of the day before. Everything went off smoothly, save a collision which occurred in the five-mile race between Messrs. Rassicoe, Connolly and Carman, in which the machines of those who collided were pretty well broken up, but no other injury followed. The following were the events:

Two-mile novice—First, W. B. Parr, Ottawa; second, G. S. Dunn, Hamilton; third, F. W. Hudson, Wanderers, Toronto. Time, 6m. 27 1-5s. Thirteen started. One-mile championship—First, E. O. Rassicoe, Woodstock; second, Bert Brown, Toronto. Time, 3m. 21s. Half-mile run and ride—First, W. A. Lingham, Belleville; second, D. F. Blythe, Ottawa; third, E. W. Walbourne, Woodstock. Time, 2m. 5 1-2s. Six started. Smith, of Woodstock, led to the quarter-mile pole, but was passed after mounting his wheel. Three-mile lap race—First, W. S. Campbell, Niagara Falls, N. Y.; second, E. Folsom, Rochester, N. Y.; third, W. M. Carman, Mohawk. Time, 10m. 18s. Points, Campbell, 22; Folsom, 16. One-mile tricycle championship—First, J. H. Gerrie, Toronto; second, R. R. Fletcher, St. Catharines; third, W. S. Fletcher, same city. Time, 4m. 32 3-5s. One-mile, 3-20 class—First, C. J. Iven, Rochester, N. Y.; second, W. A. Lingham, Belleville; third, W. M. Carman, Mohawk. Time, 2m. 56 1-3s. Twelve started. Half-mile dash—First, W. S. Campbell, Niagara Falls, N. Y.; second, W. H. C. Mussen, Montreal. Time, 1m. 31 1-2s. Two started. This was a very fine race, the finish being particularly close. Five-mile championship—First, Bert Brown, Toronto; second, E. A. Rassicoe, Woodstock; third, J. H. Gerrie, Toronto. Time, 16m. 57 1-2s. Three started. In this race Rassicoe and Gerrie collided after passing the tape at the end of the fourth mile. Rassicoe started again, but could not catch Brown. One-mile safety—First, C. J. Connolly, Rochester, N. Y.; second, R. S. Peniston, Toronto; third, W. J. Morgan, Ottawa. Time, 3m. 14 1-2s. Six started. Half-mile without hands—First, J. H. Gerrie, Toronto; second, E. W. Walbourne, Woodstock; third, C. J. Iven, Toronto. Time, 1m. 40s. Three-mile roadster—First, J. Gessler, Niagara Falls, N. Y.; second, W. A. Lingham, Belleville; third, C. J. Iven, Toronto. Time, 11m. 36 1-2s. Five started. Gessler, of Niagara Falls, rode a safety, and made a great finishing spurt with Lingham on the last lap. One-mile club championship—First, James Walker, St. Catharines; second, W. J. Bailey, St. Catharines; third, Ed. Everett, St. Catharines. Time, 3m. 17s. Five-mile, open—First, W. S. Campbell, Niagara Falls, N. Y.; second, W. H. Mussen, Montreal; third, Bert A. Pratt, Rochester, N. Y. Time, 17m. 57 1-2s. Seven started. The men were all bunched together after passing the tape, after the fourth mile had been made, when some of the racers ran up against Rassicoe's little wheel, giving him a terrible header, and capsizing Carman and Connolly, whose machines were all pretty well broken up. Rassicoe has certainly had terribly hard luck. He states that he was well within himself, and with any amount of speed in reserve for the finish when the accident occurred. The hill-climbing competition prize was won by Bert A. Pratt, of Rochester, N. Y.—*St. Catharines Journal*.

## RACES AT THE KANSAS L. A. W. MEET, JULY 3 AND 4.

The races of the Kansas Division L. A. W., at Ottawa, Kansas, resulted as follows:

### FIRST DAY.

Half-mile novice—W. H. Caniff, Topeka, first; W. A. Scheel, Emporia, second. Time, 1m. 35 2-5s.

One-mile Kansas City and Kansas—H. S. Hale, Junction City, first; W. A. Scheel, second. Time, 3m. 13 1-5s.

Half-mile handicap—W. C. Kerr (200 yards), Burlington, first; A. B. Mulvane (100 yards), Topeka, second; Colie Bell (scratch), Minneapolis, Minn., third. Time, 1m. 11 1-2s.

Five-mile Kansas championship—Won by Mulvane against A. J. Henley, Wichita. Time, 16m. 48 1-2s.

Half-mile L. A. W. championship—Colie Bell, first; Henley, second. Time, 1m. 20 1-2s. In this race a special prize of a \$65 diamond shirt stud was to have been given if time equalled 1m. 19 1-5s., made by Windle in 1888.

Boys' race, half-mile—Geo. Hubbard, Olathe, first; Ollie Shiras, Ottawa, second. Time, 1m. 40s.

One-mile handicap—Colie Bell (scratch), first; H. S. Hale (200 yards), second. Time, 2m. 51 3-4s.

One-mile State championship—Henley first, Mulvane second. Time, 3m. 07 1-4s.

One-half mile, hands off—H. S. Hale, first; competitors Caniff and Scheel disqualified. Time, 1m. 43 3-4s.

Two-mile handicap—Henley (35 seconds), first; Scheel (40 seconds), second; Colie Bell (scratch), distanced. Time, 6m. 35s.

### SECOND DAY.

Half-mile novice—J. H. Lane, Burlington, first; O. S. Townsend, Topeka, second; Lee Patrick, Ottawa, third. Time, 1m. 32s.

One-mile handicap—Hale (scratch), first; Kerr (8 seconds), second. Time, 3m. 12s.

Half-mile State championship—Henley first, Mulvane second. Time, 1m. 26s.

Ten-mile L. A. W. championship—Won by Colie Bell in 35m. 03 3-4s. Henley second.

Half-mile safety—T. E. Glavin, Kansas City, first; G. H. Smith, Kansas City, second. Time, 1m. 46s.

Half-mile handicap—Seven starters, Hale and Mulvane, scratch; Scheel and Lane, 75 feet; F. W. Metcalf, of Olathe, Patrick, and Hubbard, 150 feet. Hale won in 1m. 26s.; Hubbard second.

One-mile handicap—Henley (scratch), first; Mulvane (scratch), second; Kerr (100 feet), third. Time, 3m. 03s.

Half-mile consolation—J. M. Hill, Topeka, first; Metcalf, second. Time, 1m. 36s.

The closing event of the race programme was an effort on the part of Colie Bell to lower Windle's record. Though unsuccessful, the effort was highly creditable, considering the condition of the track and the strong wind. Time for half mile, 1m. 20 1-5s.

## POOR HANDICAPPING AT BOSTON, JULY 4.

There was not the usual large attendance at the cycle races, which was due to the fact that they were held at Franklin Park instead of on Boston Common. There was little enthusiasm, and the races were never more dull or uninteresting. There was a great lack of proper police detail, and many people were allowed at the finish who had no business there. The crowd pressed into the track, and there was nobody to stop any one from crossing. Wheels were allowed on the track during the races. The officials were recognized wheelmen this year, but this did not prevent their work from being a flat failure. The races did not begin promptly, there were long waits, and it took over two hours to run the short programme. The handicapping was done by the League handicapper, and could not have been worse. There were three handicap events, and they were all robbed of any interest by the fact that the scratch men had no earthly show to win, and were out of the races before they began. The Clark brothers justly kicked against the severe handicap imposed upon them in the tandem race. The track was up-hill for 50 yards, and about 240 feet short of a mile. The scratch man, therefore, had to begin with an up-hill task, while the others were exempt from this additional handicap.

The events resulted as follows:

One-mile novice—A. K. Pressy, Newton, first; A. H. Rhodes, Hyde Park, second. Time, 2m. 41s. Won easily. Quarter-mile open, first two in each heat to ride in the final. First heat—P. J. Berlo, first; J. Clark, Dorchester, second. Time, 36 2-5s. Second heat—J. P. Clark, Dorchester, first; G. I. Whitehead, Everett, second. Time, 36 3-5s. Final heat—P. J. Berlo, first; J. P. Clark, second. Time, 34 4-5s. Quarter-mile open for safeties, first two in each heat to compete in final. First heat—A. P. Benson, Dorchester, first; W. S. Doane, Dorchester, second. Time, 38s. Second heat—P. J. Berlo, first; A. W. Scott, Hyde Park, second. Time, 37 2-5s. Final heat—P. J. Berlo, first; A. P. Benson, second. Time, 37 2-5s. One-mile bicycle handicap—H. G. Andrews, Hyde Park, 200 yards, first; C. R. Felton, Somerville, 200 yards, second. Time, 2m. 16 1-5s. J. P. Clark, the scratch man, covered the distance in 2m. 32 1-2s., but the handicap was so great that he came in among the last. One-mile safety handicap—A. W. Porter, Newton, 75 yards, first; W. G. West, Boston, 100 yards, second. Time, 2m. 25 2-5s. W. S. Doane, scratch, made the distance in 2m. 36 2-5s., the fastest ever made by a safety on this track. One-mile tandem safety handicap—A. W. Porter and B. F. Leavitt, 150 yards, first. Time, 2m. 18 1-2s. The Clark brothers made no effort to win on account of the overwhelming handicap. One-mile consolation—E. J. Clark, Dorchester, first; E. H. Galloupe, Hyde Park, second. Time, 2m. 38 2-5s.

Campbell & Co., of Providence, R. I., are pushing the Singer Safety for all it is worth, and have an advertisement in a recent Providence paper that fairly bristles with that make's good points.



## RACES ON LYNN COMMON, JULY 4.

The starting point was at the upper end of the Common, and as there were five races the interest was in proportion to the size of the crowd. Races were called promptly at 8 A. M., an early hour. In the first contest, the one-mile handicap, there were eleven entries and starters. Morris Greenwood was declared winner; G. S. Buttrick, second; J. H. Shurman, third; time, 2m. 48s.

The one-mile novice handicap was won by C. H. Taylor; Harry Basset, second; time, 2m. 57 3-4s.

One-mile Safety.—Carey Libbey, first; Chas. Kelly, second; time, 3m.

Boys' mile race.—Harry Wilson, first; James Downs, second; time, 3m. 17s.

The two-mile handicap was won by Greenwood; Taylor, second; Buttrick, third; time, 6m. 16 3-4s. This race would have been won by Taylor, but for an unfortunate "spill" from his bicycle at the finish. Instead of taking his wheel with him across the line, he left it lying in the street and ran across. Had he done as he ought the race would have been his, for he had a lead of 15 to 20 yards over the others. Starter and referee, J. H. Young; time-keeper, T. F. Carroll.

## RACES AT BROWNSVILLE, PA., ON THE FOURTH.

They had a big time at Brownsville on the Fourth. The Pittsburgh delegation scooped everything, and the results show that there are a couple of boys from that city that are apt to make good men on the path with proper training—George Banker and H. H. Willock. The former won everything in which he was entered and the latter also succeeded in getting two firsts. F. G. Lenz won the 2-mile State championship, and is happy. Following is a list of the events and results:

One-half mile, novice.—George Banker, Pittsburg, 1m. 54s.; George Lysle, McKeesport, 1m. 59s.

One-mile, open.—G. Lenz, Pittsburg, 3m. 35s.; J. H. Gloninger, 3m. 37s.

One-half mile, 1:35 class.—H. H. Willock, Pittsburg, 1m. 44s.; Lee Higber, Pittsburg, 1m. 57s.

One-mile lap race.—J. H. Gloninger, Pittsburg, 12 points; F. G. Lenz, Pittsburg, 18 points.

One-half mile handicap, for boys.—George Banker, Pittsburg, 1m. 53s.; Willie Golthens, Brownsville, 1m. 53 1/2s.

Two-mile State championship.—F. G. Lenz, Pittsburg, 7m. 47s.; J. H. Gloninger, 7m. 52s.

One-mile, 3:20 class.—H. H. Willock, Pittsburg, 3m. 37s.; H. A. Davis, Pittsburg, 3m. 40s.

One-mile handicap.—George Banker, 3m. 15s.; J. H. Gloninger, 3m. 22s.

One-half mile, horse and bicycle.—A. M. Thompson and horse, 1m. 42s.; Chas. J. Foster, 1m. 42 1/2s.

A 1-mile handicap, open to riders of Queens and Suffolk Counties, will be decided July 20 at the Queens, L. I., track. Entries close July 15 with Thomas Lloyd, Queens, L. I. The prizes are medals, offered by Mr. Lloyd, who is an enthusiastic supporter of cycling and all out-door sports. Mr. Lloyd will present a medal to any man, mounted on an ordinary, who rides a mile on this track inside 2m. 59 4-5s. He will also present a medal for the fastest safety record made this year at the Queens track.

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## RECORD-BREAKING AT LEICESTER, ENGLAND.

R. BILLSON LOWERS THE FIFTY MILES AMATEUR RECORD.

Splendid weather prevailed on the evening of June 22, when R. Billson, of Leicester, essayed to lower the fifty miles record (2h. 40m. 33 2-5s., made by C. Potter, Surrey B. C., at Surbiton, on September 24, 1887), on the Belgrave Road track, which was in capital condition. Billson began cutting record at eleven miles, registering twenty miles in the splendid time of 58m. 38s., and crowding in nearly twenty and a half miles inside the hour. This naturally took a lot of the go out of him, and from 23 miles to 25 miles he was outside the existing figures. From 26 miles to 40, however, he again reduced the record, and from 44 miles to the finish of the 50. He was much distressed at several periods of the trial and also at the finish. Appended are the records made, also previous records:

DURATION.			PREVIOUS RECORDS.		
MILES.	H.	M. S.	H.	M.	S.
11.....	31	52.....	32	7	3-5
12.....	34	49.....	35	4	2-5
13.....	37	47.....	38	2	4-5
14.....	40	43.....	41	3	1-5
15.....	43	45.....	43	59	3-5
16.....	46	46.....	46	55	1-5
17.....	49	44.....	49	53	1-5
18.....	52	45.....	52	53	2-5
19.....	55	41.....	55	50	1-5
20.....	58	38.....	58	50	3-5
21.....	1	41.....	1	50	1-5
22.....	1	44.....	1	45	1-5
26.....	1	17 45.....	1	20	49 3-5
27.....	1	21 25.....	1	24	4 4-5
28.....	1	25 0.....	1	27	18 1-5
29.....	1	28 29.....	1	30	31 2-5
30.....	1	31 58.....	1	33	47 2-5
31.....	1	35 22.....	1	37	12 2-5
32.....	1	38 50.....	1	40	34
33.....	1	42 21.....	1	43	51 1-5
34.....	1	45 55.....	1	47	14 3-5
35.....	1	49 27.....	1	50	36 4-5
36.....	1	52 58.....	1	53	55 3-5
37.....	1	56 30.....	1	57	10
38.....	2	0 10.....	2	0	37 2-5
39.....	2	3 50.....	2	3	56 3-5
40.....	2	7 16.....	2	7	16 1-5
44.....	2	20 36.....	2	20	37 3-5
45.....	2	23 53.....	2	24	1
46.....	2	27 5.....	2	27	20 3-5
47.....	2	30 19.....	2	30	51 3-5
48.....	2	33 33.....	2	34	5 2-5
49.....	2	36 44.....	2	37	28 3-5
50.....	2	39 45.....	2	40	33 2-5

P. Farnival, Surbiton, Sep. 22, 1887.

M. V. Cassall, Sep. 22, 1887.

P. Farnival, Sep. 22, 1887.

J. H. Adams, Cryst Palace, Aug. 22, 1888.

C. Potter, Surbiton, Sep. 24, 1887.

C. Potter, Surbiton, Sep. 24, 1887.

Mr. A. Searson ("Cyclist") held the watch, and several others also clocked the performance, agreeing to a second.

At Summer Games of Pittsburg Cricket Club, Pittsburg, Pa., June 29: One-mile bicycle handicap—W. H. Willock, Pittsburg, first. Time, 4m. 3 1/2s. Handicap of 90 yards—W. D. Banker, at scratch, fell, but came in second.

There are twenty amateur races on the Hartford Wheel Club's Meet programme, September 4 and 5, which gives promise of genuine sport and fast time. Now, if the racing men will not indulge in too much "loafing" and the handicap men "go" all the way, the whole tournament will mark a decided advance in racing matters in America. The public, that pays to see these races, abominates "loafing" in cycle races as much as "scoring" in trotting matches.

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

## THREE CHAMPIONSHIP RACES IN SCOTLAND.

The one-mile tricycle, five-mile ordinary and one-mile safety championships were run off in glorious weather on Saturday, June 22, resulting as follows:

ONE-MILE TRICYCLE.—John Carrick, Bellahouston B. C. (1); John E. Young, Western C. C. (2). Won by a foot; splendid finish. Time, 2m. 58 3-5s—record for Scotland.

FIVE-MILE TRICYCLE.—Alex. Wills, Dundee Northern C. C. (1); M. Bruce, Edinburgh Eastern C. C. (2). Six riders started and for nineteen laps each rider took a turn at leading the procession. Time, 15m. 55 1-5s.

ONE-MILE SAFETY BICYCLE.—Chas. Ebsworth, Edinburgh Northern C. C. (1); John E. Young, Western C. C. (2); James Mark, Cathkin C. C. (3). The grandest race and most exciting finish of the day. Ebsworth made pace all the distance and certainly rode well, and deserved his win of four inches from Young, who beat Mark by less than a foot. Time, 2m. 56 2-5s.—*Bicycling News*.

## BICYCLE RACES AT HERKIMER, N. Y.

There was a fair attendance, but not what was anticipated, at the bicycle tournament, July 4, on the driving park. About forty wheelmen were in the parade, whereas two hundred were expected. The races were well contested, but lacked the excitement that the average Fourth of July celebrator demands, and as they have ceased to be a novelty, bicycle races fail to draw crowds. The Fort Dayton wheelmen are entitled to credit for their enterprise, and deserved better returns. The winners in the several contests were as follows:

Road race, seven miles—P. C. Hammes, Utica, 40m. 25s. Half-mile novice—F. W. Battles, Rome. Half-mile club—Joe Schermer, Herkimer. One-mile handicap—Wallace Roberts, Utica. One-mile tandem—E. H. Crosby, J. J. Saunders, Utica. One-mile, Herkimer County—G. W. Nellis, Herkimer. Mile team race—Crescent Cycling Club. Half-mile race—Rome. Half-mile, Rover Safety—C. H. Metz, Utica. Mile club handicap—E. W. Harter, Herkimer. Three-mile lap—C. H. Metz, Utica. Half-mile unicycle—H. Nicholson, Utica. Half-mile consolation—L. B. Haynes, Rome.—*Utica Herald*.

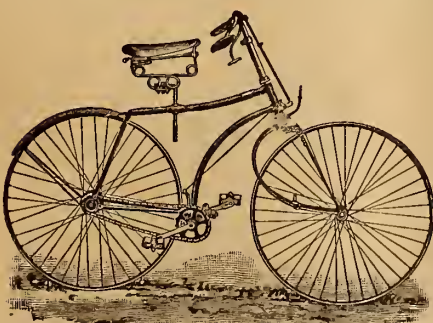
## DAVIS MAY NOT RACE ABROAD.

R. H. Davis, who, with a companion, has been suspended by the League of American Wheelmen for competing on ordinaries against safeties, contrary to law, announces his intention of coming to England to race here, as he can't get his wants gratified in his own country. He is very good. No one can fail to appreciate his kindness in thus honoring us, but perhaps he will be better off at home. The N. C. U. has a way occasionally of suspending a man—not too openly, but just effectually enough—and Mr. Davis may find himself in the same position here as he is on the other side of the Atlantic.—*Bicycling News*.

[From the above, it would seem more than probable that the N. C. U. will co-operate with the L. A. W. Racing Board and recognize its suspension of Davis. The two organizations should work in harmony.—Ed.]

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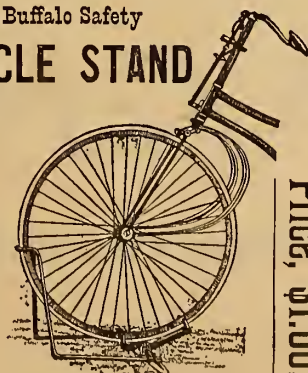
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## KINGS COUNTY WHEELMEN'S RACE MEET NOTES.

An unfortunate accident happened at Hagerstown, which prevented us from giving as elaborate a report of the K. C. W. meet as we had intended. We brought our marked programme to the meet with the intention of writing it up at Hagerstown, but found it impossible to do so. We add these few notes in addition to the report published in last week's WHEEL:

The track was not in good condition, but the weather was perfect. The grounds are well arranged and made a pleasant meeting place. Only a corporal's guard were present on Friday, but a fairly large attendance on Saturday saved the club from loss.

The club demonstrated that a two days' meet cannot be made to pay in Brooklyn, just at this time, at any rate. The committee, though young at the business, and young in years for that matter, did remarkably well.

Better no band at all than such a band.

The races were refereed in splendid shape by Mr. Luskomb; Messrs. Barkman, See and Prialtimed, Messrs. Douglass, Warner and Greenman scored, Messrs. Mason, Halpin and Bridgman judged, and Mr. Prialt handicapped.

The handicapping was gratifying in its results, especially on the second day of the meet. It was the opinion of many that it was the best ever seen about New York, but propriety prevents our endorsement of such an opinion.

The New York clubs had a larger representation present than at any previous Brooklyn meet.

Hesse showed remarkable form and will develop into one of the best small men in this country. Steves had the best action of any man on the path. Banker and Clarke showed splendidly in the team and scratch races. W. F. Murphy credited himself during the two days with more wins than have ever been secured by any other man at a two days' meet. He showed remarkably improved form. Brown was sadly out of form. C. M. Murphy rode well but can no longer be classed with his brother. Taxis, the Philadelphia man, threw away two races by idiotic looking-around and taking-it-easy tactics. Schumacher showed good style but couldn't manage the corners.

### MINNESOTA'S COMING ROAD RACE.

The road race open to State cyclists, to be given at Lake Harriet on July 25, by the Minneapolis Bicycle Club, is exciting considerable interest throughout Minnesota, and there is likely to be a large number of contestants. The local wheelmen who intend to compete are in training, and no doubt will make a good showing. The race will be a 25-mile contest, for which three prizes are to be given. The most valuable trophy will be a gold medal, beautifully designed, which will be given the winner as the champion 25-mile rider of the State. It will take nine laps around Lake Harriet to make the distance. The road is somewhat soft in places, but the local wheelmen will do all possible to have it in proper condition for the contest.—*Minneapolis Tribune.*

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