

THE WHEEL

—AND—

CYCLING TRADE REVIEW,

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23 Park Row,

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New York.

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A. H. STEPHENSON,
784 Elmwood Avenue, Buffalo, N. Y.

HE GREATLY ENJOYS.

The chatty foreign notes I greatly enjoy. THE WHEEL is the cycling paper!

DAVID MOREHOUSE,
East Brooklyn Savings Bank.

THE '88 and '89 League Meets have given a large number of League members abundant opportunity to gauge the calibre of Field Marshal Mott, who, by right of his office, was the most conspicuous figure on those occasions. We believe that those who have taken the trouble to observe will indorse our opinion that the Field Marshal is as fine a specimen of the gentleman cyclist as this country can present. The enthusiasm of the man has been manifested in the whole-souled invitation his Division has extended to the League on two occasions and in the perseverance and activity he has displayed in discharging his duties as host. But beyond the enthusiasm and the activity is ability of no mean order, coupled with conservatism and the air and manner which make the gentleman. We see in Mott the all-round man, not squeamish to the point of absurdity, not coarse to the point of disgust, but harmonious. Take it all in all, Mott should be the next President of the League. Let the "Maryland boys" arouse themselves and howl for Mott.

WE regret to say that the *Bicycling World's* report of the League Meet has caused a deal of unpleasant comment. We regret this all the more because we are sure that the *Bicycling World's* representative had no intention of doing aught but to report the meet as it appeared to him. We know that "Jack" would be the last man in the world to consent to our appearance as an apologist for him, but we will say that we know he appreciated the hospitality extended to him, that he had no intention to hurt the feelings of any one. The Maryland men are deeply offended, and this feeling is intensified by the *Bicycling World's* editorial on the meet.

AT Hagerstown there was a deal of fluid refreshment dispensed. The curious noises that proceeded from the bar-room of the Hamilton, which made the welkin ring until 2 P. M. and frightened off the god Somnus; the vain attempt to steal the Hagerstown fire department; the aggregate of noise sent up to the dome, and those other symptoms of "ilariousness" too numerous to catalogue, seem to have excited some fear that the Hagerstown meet was an orgy of the Shantytown variety; that cycling was being taken up by the "tough" element, and that the "League Meet" has seen its best days.

We do not wish to apologize for the Hagerstown boys; neither do we wish to gloss over the facts. But all this about hoodlumism and toughness is rot. The guest must, perforce, adopt the plan of his entertainer. If the host is horsey, he must be prepared to rave over the chestnut colt with the white star, stroke the gentle mare and admire the legs of a favorite beast. If the host is a yachtsman, he must be prepared to swear by a "wet sheet and a flowing sea," and listen to any number of sea-dog yarns.

So at Hagerstown, the Maryland people set the pace, and the course led many times past the bar, where short stops were made. We were informed by many Southern men that Southern hospitality is most expressed by the flowing bowl, and the larger the bowl and the oftener it flows the greater the hospitality. Now we are not going to quarrel with custom. It is useless. In the North they will still continue to extend the tips of the fingers in token of friendship, and in the South they will still clink the musical glasses, and an ocean of ink carefully distributed by the cleverest pens ever wielded will not change it all.

There was no drunkenness at Hagerstown; no brutishness. The weather was beastly, and the simplest vitality which might have been expended, with much pedal pushing, ran to fire-crackers, vociferous club cries, and countless repetitions of that sweet tune so much affected by the band. Had the weather admitted of the programme being carried out to the letter, the noise and exuberance would have been reduced by half. As it was, it may have been annoying, but it was harmless. The Hagerstown people gave up the keys of the city, and when they were returned their city was still there. The public square was not carried off, and the post-office was left intact.

MOTT.—"He is a man who would never seek the honor and would work for the League for years and not be disappointed if honors were never bestowed upon him."

THE many rumors and published articles of trouble in the New York Bicycle Club are either gross exaggeration or stupid misrepresentation. It is true that Mr. Pitman criticised Mr. Shriver's actions as President, the same as many club members are continually criticising their officers. The Trustees of the club expelled Mr. Pitman, and the judgment of four trustees was afterwards reversed by the club, which, at the same time, assured Mr. Shriver of its esteem and respect. No one has left the club, which has 140 members and the finest club-house in this part of the country. The average reporter writes on space, and all is grist that comes to his mill. It is his duty to magnify, to stretch, to paint the shadows very dark and throw in strong, white light. It means so much per column to him.

MOTT.—His friends want him to run, and why? Because they know he is a capable, enthusiastic and honest League worker, whose policy and methods will always be open and above board.

A manufacturer's agent, who recently visited several of the club-houses in New York and Brooklyn, expressed some surprise at the number of light English wheels. We have noticed the growing disposition of wheelmen to privately import lighter wheels than are made in this country. Up to the present time the demand for light wheels has not been large enough to warrant the expense of the plant necessary to make them. But we believe that the opening of next season will witness a big demand for safeties weighing from thirty-five to forty pounds. We hope some of the leading makers will consider the advisability of turning out a medium-weight safety. The tendency is in favor of a medium or light safety, geared from 57 to 60, and even higher. The men who order these light wheels are, as a rule, experienced cyclists, and they buy with the full knowledge that they are sacrificing strength for lightness, but they argue that the increased pleasure, the additional speed and the decreased expenditure of power, more than repay them.

For the benefit of "Verax" and the ladies, we are pleased to say that the letters "H. O. T." recently used in a White Flyer ad. initialed, "High Old Time."

DR. J. W. BRANNON has compiled, and the Washington Life Insurance Company has issued, a volume of actuarial and medical statistics covering a period of twenty-six years, and based on 2,000 policies paid by the company. Merchants are reported as attaining the greatest average age, while the fact is emphasized that clerks live less years than almost any other class. The chief cause of the high death-rate among clerks is that one-third of them die of consumption. It is one of the most powerful arguments that can be made in favor of cycling, that it will cause a noticeable expansion of the chest even after a month's riding. In non-cycling mediums, we would suggest that the members of the trade use arguments of this kind in their advertisements. It will make many converts to the sport.

MOTT.—He finds full satisfaction in the consciousness of having faithfully and energetically performed his duty at all times and in the steady advancement of the Maryland Division, for which he has labored as has no other officer. That he would do the same for the League generally as its President no one will doubt who knows him well.

CYCLISTS whose wheels suddenly break off in a vital spot should learn that, no matter what precaution may be taken, and no matter how costly the material, it is impossible to secure absolutely flawless metal. If in working the metal into a part the flaw should come to the surface, any maker of repute is glad to cast the faulty part on the scrap heap, and thank the gods that it did not go out of the factory. When the back-bone of your wheel snaps, don't go about like a wild man condemning the maker on all sides. Look at the thing reasonably, and state your case to the man who sold you your wheel, and, if its maker has a good business head he will do the right thing. For, verily, one displeased man offsets the testimony of ninety-nine satisfied men.

MOTT.—As a man of fine feeling he appreciates the compliments of his friends in mentioning his name for the Presidency, and if those on whose advice he relies want him to run he will do so, and no man who might vote for him would ever have cause to regret it.

THE Cyclists' Union of Long Island works quietly but none the less effectively. Its semi-annual report, published in our news columns, shows a good balance on hand. At the annual business meeting the Executive Committee will report many little things undertaken and accomplished for the advancement of the sport.

"TAM O'SHANTER'S" reports of the Ellwell tour are the best thing of the kind that have ever appeared in a cycling paper. They are being read extensively, usually excite the envy of the reader—a sure sign of their merit—and many copies of *THE WHEEL* are each week mailed to friends of cycling men, to show them what can be gotten out of wheeling. The publication of such reports as "Tam O'Shanter's" helps the sport.

THE cycling trade should aid L. D. Aylett, of Birmingham, Ala., in his work of roads improvement. Mr. Aylett is a man of ability, and devotes time, money and talent to the work of improving the roads. Mr. Aylett is the first man who has brought cyclists and horsemen together in a roads improvement convention. He and his co-operators have induced the County Commissioners to build a fine boulevard a mile and a half long.

THERE have never been so many good local men in training as this year. What we want is a meet, that they may show their powers. The Division Meet will probably be held here in September. The Berkeley Club should give us a meet in August, or some New Jersey club should hold a meet at Roseville during the droughty month.

NEW YORK'S CRYING WANT.

If the people and press of this city fully realized the comfort, convenience, efficiency and economy to city and citizens, directly and indirectly, which well-paved streets would establish, there would be less delay and neglect of our streets by Commissioner of Public Works Gilroy and Mayor Grant.

After a long struggle the needed money, an extra \$1,000,000 a year for three years, beginning with last January, was added to the annual million to pave streets.

Then a general agitation took place. The kinds of pavements which well-equipped cities at home and abroad now use were described. The general conclusion was reached that a firm foundation of six-inch concrete made from cement, sand and broken stone must underlie all our principal streets.

Upon this should be placed either granite blocks or asphalt; granite blocks where the traffic is numerous and heavy, say about fifty-five hundred teams a day. Asphalt should be used where possible, especially where residences, hospitals, schools, public buildings, banks and other forms of severe brain work are involved. The protest made by all the property owners and others on Wall Street, from Pearl to Nassau Street, against stone, and their demand for a quiet street, is simply in keeping with the financial centres of the great marts of the world. Paris, London, Liverpool, Wien, Bruxelles, Marseilles, with whom we compete in finance, all have quiet asphalt pavement about their Exchanges.

There is but little traffic on Wall Street—less than one-third the traffic which our asphalt streets now carry.

The unanimous passage by the Board of Aldermen, in response to the call from Wall Street for relief, is to be heartily approved. No doubt Mayor Grant will accede to the desires of the property owners and to the approval of the representatives of the people, and see that Wall Street is promptly paved with what is asked for—a noiseless asphalt on solid concrete.

The year is one-half past. The propitious time for general paving is at hand. Hundreds of pavers are idle. The law requires that each million be appropriated in its own year. Many people are away in summer, especially from the residence portion of the city.

The uncertainty as to what several street railroads will do makes it the plain duty of Commissioner Gilroy to arrange that streets without tracks be immediately repaved. The stone blocks take up so much room when piled along the streets that longer delay in beginning work will cause confusion and trouble of expense to all concerned. Work in the rainy and muddy autumn, and a failure to complete contracts before winter, leaves streets and sidewalks hampered and clogged with large piles of stones. Fifth Avenue was choked from end to end for more than two years. Proper inspection caused good work, and good work will be done on our new pavements. The Chamber of Commerce and the citizens are now informed as to what good pavements really are. Good work cannot be rushed quickly through. Our new pavements; the sooner begun, the sooner done.—*Mail and Express*.

The Brooklyn *Citizen* of Sunday last publishes an illustrated column on "Women on the Wheel," by Florence Finch Kelly. Miss Kelly has industriously reshaped the splendid article by Nelly Bly which recently appeared in the New York *World*. The illustrations used are: 1, cut showing fair maid clutching her wheel by the rear wheel mud-guard, and holding the wheel by that method, a cycling impossibility; 2, showing cut of woman alleged to be Miss Pauline Hall, mounted on a "safe," with arms in most ungraceful position (N. B.—Brake is half way down the tire of the front wheel, looking as if sun had melted brake-rod); 3, fairly good cut of *chic* young lady on Psycho, showing—well, look at it and see for yourself. The article helps the sport, no doubt, and attracts the attention of would-be cyclists to Mr. Bidwell's riding school, where we know they will be well taught and well treated by "Ike."

THE NEW JERSEY ROADS.

Engineer Dunham has just issued specifications of the contracts for new roads in Union County, upon which all bids must be based. A perusal of the specifications shows that Engineer Dunham has a perfect knowledge of road building, and if his plan is carried out the new system will be as fine as anything in the country.

The roadway is to be graded to such a depth that when properly shaped and rolled it shall be twelve inches below the surface of the broken stone when completed, irrespective of finishing material; all material that would allow shrinkage in the road-bed is to be removed; the road-bed must be rolled with not less than a five-ton roller to ultimate resistance. Even the foundation stone is to be of trap-rock (not field stone or any soft stone) and must be in pieces approximately eight inches deep, five inches in width and from eight to twelve inches long, and of such form as to properly join and wedge. This is to be laid by hand, to form a close pavement with broken joints, and after being set closely together they are to be firmly wedged by inserting and driving down with a bar in all possible places between them stones of the same quality until all are bound and clamped in position. This will certainly prevent any large stones working up to the surface and will make a most excellent foundation. Then will follow the bottom course of macadam stone, being broken stone of a practically uniform size to pass in any direction through a ring two and a half inches in diameter. This is to be two inches in depth. Then follows a third layer of broken stone, each piece an inch and a half in diameter and this is to be rolled down. The building material for the bottom course is to be trap-rock screenings, of the upper course half inch stone and clean, sharp gravel, practically free from dirt. In rolling the upper course of stone gravel is to be introduced dry and also with the assistance of water. This is a much more important point than usually believed, as it greatly helps to form a compact bed and to bind the road metal together. The surface is to be gravel, clean and sharp, practically free from dirt, and the rolling is to be continued until, by a sufficient use of water, a wave of gravel is produced before the wheel of the roller, and the rolling of the macadam and upper courses shall be with nothing less than a ten-ton roller. Throughout the whole specifications the engineer retains the right to decide every question without appeal. In other words, he takes the whole responsibility and manifests a determination to have the roads built strictly according to his ideas of proper road building.

GOOD ROADS AS AN INVESTMENT.

The city of Plainfield is estimated to have between forty and fifty miles of macadamized roads within its borders, thus making driving pleasant everywhere about the city. The natural advantages of the place are not equal to those of New Brunswick, and yet the former city's excellent roads have led to the settlement there of hundreds of wealthy families and the erection of many palatial mansions at an expense of millions of dollars. We believe our poor roads are the principal drawback to our city's more rapid growth. People will not erect houses on lands which are not accessible more than half of the year. There is a hint here also for Highland Park property owners.—*New Brunswick Times*.

This is the heaven of good roads working. It will spread—it is bound to spread—for every dollar put into good roads at proper cost is a dollar put out at a 100 per cent. interest. What good roads have done for Plainfield they will do for all of Union County, and the time is not far distant when "palatial mansions" and beautiful dwellings will dot all the beautiful sites along the hillsides of the county and will adorn the plains as flowers adorn a garden.—*Elizabeth Journal*.

DEFECTIVE LEAGUE HOTEL WORK.

EDITOR OF THE WHEEL:

My husband and self took a trip as far as Stamford on our wheels last Friday, and stopped at the Stamford House, it being a league hotel, where we found much to our surprise, there was no reduction in price to L. A. W. members. We have been traveling through the Eastern States this summer and we found this state of affairs at many of the so called L. A. W. hotels. This being the case, will you kindly inform me what particular benefit one derives from being a member of the L. A. W. In some instances we find we can make far better arrangements at houses that are not designated as League Hotels.

New York, July 15.

[The proprietor of the Stamford House should have been informed of his obligations by the Consul who made the appointment and placed the sign there. Doubtless the Chief Consul of Connecticut will look into the matter. The table at the Stamford House is excellent and wheelmen should patronize the hotel.—Ed.]

A NEW HOTEL AND TOWER ON EAGLE ROCK.

Eagle Rock, one of the famous show places of the Oranges, is about to be brought still more prominently before the public. A number of Orange and South Orange men have formed a corporation to utilize the many advantages of the spot. It is proposed to build a large and well appointed hotel on the summit of the mountain near the rock and lay out the grounds about it as a summer park. A railroad is projected from the Washington Street station of the Erie Railroad to the foot of the rock itself. Here a tower, somewhat similar in design to the Eiffel tower in Paris, is to be built. It will be almost 400 feet high, and rise about 320 feet above the crest of the mountain. A commodious elevator will be maintained in it to convey passengers to the crest of the mountain as well as to the summit of the tower. It is proposed to make an arrangement with Edison to supply an enormous electric light for the summit of the tower, which will be visible far out at sea.—*Elizabeth Journal*.

PROSPECTUS OF SCRANTON BICYCLE CLUB'S TOUR.

Scranton, (club house). New Milford, 40 miles; dinner, Jay House. Binghamton, 22 miles; Hotel Bennett, night. Norwich, 42 miles; American House, night. Utica, 53 miles; St. James Hotel, night. Trenton Falls, 17 miles; Moore's Hotel, dinner. Train to Utica, 17 miles. Richfield Springs, 36 miles; Darrow Hotel, night. Coopers-town, 13 miles; Hotel Fenimore, dinner. Stamford, 40 miles; night. Catskills, 41 miles; Kaaterskill Hotel, night. Catskill-on-Hudson, 12 miles. Hudson, 7 miles; Worth Hotel, dinner. Great Barrington, 30 miles; Miller's Hotel, night. Springfield, 40 miles; Warwick Hotel, night. (Or Pittsfield, 25 miles; down Berkshire Valley; train, Springfield). Hartford, 30 miles; City Hotel. New Haven, 40 miles; Tremont Hotel, night. New York, 87 miles.

Or from Catskill-on-Hudson: Poughkeepsie, 38 miles; Morgan House. West Point, 27 miles; train Tarrytown, 25 miles; New York, 25 miles.

Or from Poughkeepsie: Newburg, 15 miles; Port Jervis, 50 miles; Delaware House, night. Water Gap, 37 miles.

From New York: Train Newark, 8 miles; through Oranges; Morristown, 20 miles; Delaware Water Gap, 47 miles; train, Scranton.

The membership of the party will not be limited to members of the Scranton Bicycle Club, but any friends outside may join if congenial to the rest of the party. While no great reduction in rates is to be expected, the best accommodations will be looked after—at League hotels, etc.

In visiting such a list of places and famous summer resorts—Trenton Falls, Richfield Springs, Cooperstown, Catskill Mountains, Berkshire Hills, Hudson River points and the Oranges—it is proposed to ride only on good roads and train poor ones—a tour for pleasure and rest, not for hard work. We expect train service will be at 2c. per mile, wheels free. Parties desiring to join should decide as early as possible—not later than August 1—stating at what point they wish to join and what point leave the party.

B. P. CONNOLLY, Secretary.

A ROUTE THAT DESERVES TO BE KNOWN.

There is a beautiful ride quite near Elizabeth, N. J., which few wheelmen know about, and if better known it would be very popular. The run is first made to the stone bridge at Milburn. A turn is made here to the right over the tracks of the D. L. and W. R. R.; beyond the tracks the road forks. The right fork is taken and here the ride begins. The wheelman finds himself in the heart of the widest part of the Orange Mountains. The road is fine, slightly sandy in hot weather, but always rideable. On the left, tower the mountains, and on the right the beautiful chain of mountain lakes which supply Elizabeth with water. The road is on the water's edge and shaded with trees the whole distance. During the greater part of the ride there is not a single house visible.

After having ridden about four miles the road over the mountains leading to Orange via South Orange Avenue is encountered. The hills are so long and steep here that one must dismount and walk. But once the summit is reached, a beautiful view compensates for the toil. The entire Orange valley, Elizabeth, Newark and all neighboring cities are spread out below like a map. The wheels are mounted, and after a wild, exhilarating coast of two miles down the side of the South Orange Mountains, one finds himself in the valley ready to try it again.

WHEELMEN AND HORSEMEN JOIN HANDS IN A GOOD CAUSE.

Wheelmen in Alabama are at last beginning to have some influence, particularly in the city of Birmingham. Two land companies there are competing to see which shall build them—the wheelmen—a track free, in order to have races held where their respective motor lines will carry the crowds. A most encouraging feature is the interest taken by horsemen in the wheelmen's agitation for better roads. Witness the following letter to the representative of THE WHEEL in Birmingham, Ala., from a prominent citizen there:

"Please accept my sincere thanks for the resolutions which you introduced and had adopted by the wheelmen of Birmingham. They have already had a good effect, and the Commissioners are being congratulated upon the popularity of their Boulevard project.

"Yours very truly,
"F. Y. ANDERSON,"

Birmingham, Ala., June 28, 1889.

ABOUT ALUMINUM.

THE SECRET LOST. CLAIMS MADE BY AN INVENTOR.

The death of Fred J. Seymour, manager of the American Aluminum Co., of Findlay, Ohio, is reported. Aluminum possesses many of the qualities of steel, besides valuable properties not found in that metal. Its extreme lightness and beauty under certain processes would make it valuable for a multitude of purposes. It would be valuable for the construction of cycles, but it is impossible to either weld or solder it. Mr. Seymour invented the machinery for extracting aluminum from common clay by a cheaper method than any hitherto employed. The secret of extracting the precious metal died with Seymour, and the company will have to employ chemists to experiment in the hope of re-discovering Seymour's secret.

It is of interest to note that a Boston man named Washburn has been in New York for some time trying to interest capital in the production of aluminum. He claims that he can make it at a cost of less than five cents a pound and that he possesses the secret of both soldering and welding it. His claims are so extravagant, however, that he is regarded as a crank. Some of our cycle manufacturers should locate him and investigate.

BUSINESS MEETING AT BRIDGEPORT, CONN., JULY 8.

About 100 wheelmen were present at the annual business meeting in the Bridgeport Wheel Club rooms, the morning of July 8. Chief Consul Chas. E. Larom presided and read his annual report. Among other statements by the Chief Consul he said that the membership of the Connecticut Division is now 454, and the prospects favor a steady increase in their ranks. There are less men by nearly 100, who have dropped out of the Division this year, than last.

The most important business transacted at this meeting was the adoption of a by-law which provides for a Division lawyer, to look after all the legal business of the Connecticut Division. David J. Post, of Hartford, offered the resolution, which in substance was that the Division lawyer, who shall be a practicing attorney and also a wheelman, be appointed, the duties of whom shall be to collate all ordinances, laws and other information bearing upon the privileges and rights of wheelmen and place the same on record; also to record all decisions of the Court given in bicycle cases, and all accidents, and to defend wheelmen when so ordered by the Chief Consul. The records are to be open to the inspection of the Chief Consul Vice-Consul and Secretary and Treasurer. The Division lawyer's retainer was fixed at \$100 per year, and the appointment was to be made for a term of five years, subject to removal by a two-thirds vote of the Board of Officers.

Mr. Post in explaining his motive for offering this resolution, stated that the bill passed by the lower branch of the Legislature and defeated in the Senate, which required that wheelmen should carry a lantern upon their wheels when riding after dark, or be liable to a fine of \$7 and costs or imprisonment for thirty days, or both, was passed in the House before the Hartford wheelmen had any knowledge that such a measure had been presented. Mr. Post stated that the bill was defeated in the Senate owing to the work of Hartford wheelmen, and now it seemed advisable to have some one whose business it should be to look out for the interests of the Connecticut wheelmen. The by-law was unanimously adopted.

A by-law authorizing the Chief Consul to appoint a committee on transportation was also passed. Resolutions referring to the death of Stephen Terry of Hartford, one of the most active bicyclists in the State, were also adopted.

The Division Treasurer reported a balance on hand of \$706.55. Officers were then nominated for the ensuing year. L. A. Miller nominated for Chief Consul David J. Post, of Hartford, and C. E. Moore, of Bridgeport, nominated Calhoun Latham, the latter being President of the Bridgeport Wheel Club. Mr. Moore stated that Hartford and New Haven had both had a Chief Consul, and Bridgeport ought to be favored this time. The only nomination for Vice-Consul was that of C. E. Moore, of Bridgeport.

Edward A. DuBois, of Hartford, was renominated for Secretary and Treasurer. For Representatives to the National League the following were nominated: L. A. Miller, of Meriden; Joseph Gilman, of Hartford; F. W. Atwater, President of the Rambling Wheelmen of Bridgeport; and T. W. Gillette, of Danbury. The meeting then adjourned. —*Bridgeport Farmer*.

INDEPENDENT TICKET IN FIRST DISTRICT.

An independent ticket for at-large Representatives for the First District has been sent out, the change being the substitution of F. P. Prial, New York Club, for S. B. Watts, Jr., same club. Mr. Watts is a new member of the New York Club, and the general opinion seems to be that he is not entitled to the distinction, either by service or special ability, as he is new to cycling. An independent ticket, accompanied by the letter published below, has been sent out to all the voters in the district. If any person has already cast the regular ballot desires to vote the independent ticket he may do so by enclosing it, recalling his first vote. Mr. Prial is, of course, gratified at the action of his friends and he is working for election, not for the honor of office, but to show the absurdity of the position taken when his name was sent into the nominating committee, viz., that he was connected with cycling in a business way.

MEMBERS OF THE FIRST DISTRICT, NEW YORK STATE DIVISION, L. A. W.

GENTLEMEN—We beg to submit to you the enclosed list of candidates for Representatives from our district. This ticket differs from that issued by the Nominating Committee, in that we have substituted the name of F. P. Prial, New York Bicycle Club, and Editor of the "THE WHEEL," for that of Mr. G. B. Watts, Jr., New York Bicycle Club. We make the nomination with no ill-will toward Mr. Watts, but Mr. Prial has devoted some years to the advancement of the sport, is a persistent worker for improved roads, and we think he would be a valuable officer. Trusting that you will support our ticket, we remain,

Very respectfully yours,
William B. Krug, Citizens' Bicycle Club.
W. H. DeGraaf, Harlem Wheelmen.
H. E. Voorhees, Riverside Wheelmen.
I. M. Shaw, New York Bicycle Club.
C. A. Sheehan, Manhattan Bicycle Club.

SAFETY—HANDS OFF—2.48.

Van Wagoner, of Newport, the champion long-distance bicycle rider of Rhode Island, performed a feat at Roger Williams Park Tuesday afternoon which places him as one of the fastest riders in the country. With his hands tied behind him he rode a mile on a Columbia safety in 2m. 48s. Messrs. Benjamin Smith, George P. McCauslan and George Ballou, of the Rhode Island Wheelmen, were the timers, and Mr. Thomas Lakey starter. —*Providence Journal*.

We should like to see affidavits of time and have measurement of course certified.

At Waltham, Mass., July 4: Ten miles, won by C. O. Adams in 32m. 15s.; 3-mile safety, won by C. F. Merrill in 8m. 47s.

NEW YORK STATE MEET, 1889.

A meeting of the officers of the first and second districts of the New York State Division was held at the Hotel Hamblin, in Chambers Street, last Friday night. The object of the meeting was to decide whether it would be advisable to invite the State Division to hold a meet in New York and Brooklyn this fall.

Vice-Consul Bridgman occupied the chair. F. P. Prial, New York Club, was elected temporary secretary. The other gentlemen present were: W. C. Marion, K. C. W.; Irving W. Shaw, N. Y. B. C.; W. H. DeGraaf, Harlem Wheelmen; C. A. Sheehan, M. B. C., and H. E. Voorhees, R. W.

The opinion of the men present was in favor of the meet being held, but no decided action was taken. In order to have the matter more fully discussed a meeting will be held July 22 at the Hamblin, at which all representatives of the first and second districts and all presidents and captains of the local clubs are invited to be present. A plan of entertainment was outlined which would surely make the meet a success. In case the meet is held the probable date will be September 12 and 13. New York will have the meet on Friday and Brooklyn on Saturday, with a race meet at Washington Park.

A "POINTER" FOR SAFETY MAKERS.

We have no doubt that all riders of safety machines, in common with ourselves, have been bothered with getting a proper adjustment of the seat-rod for height. Particularly is this the case with cyclists that have been riding the ordinary and come down to a more lowly position on the safety. All safeties that we have seen have a means of adjustment, but it is largely experimental at first. The rider takes his new mount trusting to the assurances of the dealer or renter that "that's about right for him," and goes out. For a mile or so on level, easy roads things may go well, or any awkwardness be laid to the newness and strangeness of the mount, but on a poor piece of road, or at the first hill a dismount and readjustment is necessary.

Not always does the rider have a wrench with him, and is fain to borrow or wait till he returns home. To some readers this may seem a small matter for consideration, but the comfort and convenience of cyclists is often dependent on just such small things.

What we would suggest is this: that manufacturers take measurements from the pedal at its lowest point to the top of saddle for all reaches, say from forty-six to sixty inch, and at the proper place on the seat-rod stamp the corresponding number. It is a simple thing and perhaps not a novel suggestion, but we feel sure its adoption would save wheelmen much annoyance and lessen one prolific cause of profanity. Who will be the one to adopt the idea?

A CHANGEABLE GEAR FOR SAFETIES.

S. J. Collier, cycle agent of West Cliffe and South Beach, Blackpool, England, has applied for patents on an important invention. Riders of the safety machines know that the small wheels can be geared up so as to obtain a greatly increased speed. This is all very well on the level, but when a hill has to be climbed the high gearing means that very much more power has to be put forward by the rider. Many attempts have been made to overcome this inconvenience, but so far all have been of too cumbersome and involved a character to recommend themselves either to the makers or riders of machines. Mr. Collier's invention, however, is extremely simple, and adds little additional weight to the machine. By the action of one pinion the gearing can be instantaneously reduced when extra power is required in riding up hill. For instance, if the wheel is geared up to 60 inches for riding on the level, the gearing can be lowered to 45 inches instantly whilst riding at full speed when a hill is reached. The advantages of this invention will be obvious to all who have had experience of the safety machines, and Mr. Collier ought to reap a substantial reward from his ingenious arrangement. —*Blackpool Gazette*.

The Hagerstown Club has passed a vote of thanks to the *Baltimore Herald* for the good work it did in spreading news of the meet. Very good; the *Herald* is no doubt proud. But the *Bicycling World* did, if we recollect correctly, publish a superb article on the meet, and THE WHEEL, if our recollection is not again at fault, published the Mott article in splendid style. We have a distinct recollection of drawing a pretty good sized check for a cycling paper's counting-room in payment for the cuts which accompanied that article. But no matter.

K. C. W. NOTES.

On Saturday evening, the 13th inst., Messrs. Beasley and Wardell, of the Kings County Wheelmen, were on their way to Coney Island, and when about a mile from the park, on the "Ocean Parkway," they passed a member of the "mounted police," who appeared to be under the influence of liquor. Mr. Beasley noticed this, and turning to his companion, who was a few yards in the rear, mentioned in rather loud tones his suspicions as to the condition of the officer. His remarks were overheard by the man, who at once, in language not used in polite society, said he would show if he was drunk, and with that put spurs to his horse and endeavored to ride Mr. Beasley down. Unfortunately he was successful in his fiendish attempt, and the fact that assault in the first degree and not manslaughter is his crime is no fault of his, he did his best, but happily for all parties concerned some severe bruises and a wrecked wheel sum up the result. Beasley intends to push the matter to the utmost and will endeavor to make an example of this man. Here is a chance for the Cyclists' Union of Long Island to do some good work. What a condition of affairs where those men who are paid to protect the people deliberately ride them down on the public highway.

Safety wheels are all the go with the K. C. W. now. The New Mail appears to have the call, but we hear some talk of Psychos. The Park riders want the lightest to be had. Morehouse will be the first to decide whether lightness and strength go hand in hand on machines of the truss pattern; his decision will practically settle the style of safety Kings County men will want.

Frank Brown had a walk-over for the Cape May bicycle event, and in consequence adds a handsome silver cup to his already fine collection of trophies. Frank says a walk-over prize is of no account, but that this one commemorates a grand time, etc., etc.

I note Mr. Schoefer's remarks in the last number of THE WHEEL, and for his benefit would state that my notes are purely personal opinions, and therefore the K. C. W. as a club, or their team, are in no way responsible for what may appear in them. I thought, and still think, that the Kings County team were under a great disadvantage in their race with the Berkeley representatives, but still we were fairly defeated, and have accepted the defeat in a sportsmanlike manner, giving full praise to the victors, and having strong hopes that at some future time they, and not we, may be the vanquished. I sincerely hope that the two teams will have a chance to meet again at an early date, but let them be composed of the same men as on the 20th ult. Then, if Berkeley is the name to grace the winning pennant, none will give applause, where applause is due, with more vigor than yours truly.

Hesse is a member of the New Jersey A. C., still they go, the athletic clubs procure all the good men, and we poor cycle clubs have to see our best riders compete under other colors.

On Sunday next, the Kings County boys will leave headquarters at 7:45 A. M., for Pompton, N. J. Captain Marion promises a grand trip, and those who attend will long remember one of the finest rides in N. J.

T. J. Hall, Jr., on Sunday the 14th inst., made the run to Patchogue, 58½ miles, in four hours and fifty-five minutes. Leaving the club-house at 2:10 P. M., he was in Babylon, 8½ miles, at 5:10, and at Roe's Hotel, Patchogue, at 7:05. Mr. Hall reports the roads in excellent trim, and thinks he can do even better, but would like company. Don't all speak at once.

RAM LAL,

Brooklyn, N. Y., July 18, 1889.

ERIE, PA.

At last it's come! The Sixth Street girls are awake to the fact that a bicycle is the proper caper. At least I judge this to be the case from what I saw one evening last week. It was somewhere in the neighborhood of 10 o'clock, and not having my wheel I was making tracks up a cross street for the car. Suddenly my attention was distracted by sounds of great hilarity. Evidently there was a woman in the case. There might have been twenty from the amount of noise. I of course dismissed "home, sweet home" from my mind and went in search of adventure. The circus had nearly exhausted itself when it came within the range of my vision, but even then it was highly entertaining and somewhat instructive. You have all seen the kids do the stomach act on their sleds in winter? Well, just imagine a girl of the period being trundled along in this position by a couple of her gentlemen friends on one of their wheels! Verily, it was a sight for the blind.

About twenty of the boys took a run down to Dill's Park, a distance of some seventeen miles, last Sunday morning. Morning riding is hungry work even if you are fortified by a good, hearty breakfast and the prospect of a sixteen course dinner, but when you start out on a biscuit and a cup of coffee, ride this distance, and are then tantalized with a two-for-a-quarter dinner, it's enough to make Moses turn in his grave. Our boys are not as ethereal as they look, and it is altogether probable that some one besides Landlord Dill will make change for Erie wheelmen in future.

The club turned out fairly well for the run to the Head last Friday evening. Some of them, like your correspondent, failed to make the connection, but from what I hear the ones who did get there "cut a swell." Those who went up Monday evening of this week and forgot to take along any "filthy" were disappointed. Captain Boynton was advertised to be there, and as no statement had been made to the contrary, they expected to see him without money and without price. Some of them were in shape to meet the tax of 20 cents and some were not. Many who would willingly have paid double that amount came back without going in simply because they thought it a put up job. It was probably an oversight in the management, and one they should strive to avoid in future.

Perfect weather. Good roads. Not a thing to growl about this week. N.

WANTED.—A 48 or 50-inch bicycle, of any kind or make; state condition; I want it "dirt cheap"; I'll pay cash; all letters answered. F. T. Kenna, Selden House, New Haven, Conn.

POINTS FOR AMERICAN CYCLISTS.

The criticism of an acute and fair observer is often valuable because the people who are the subject of his dissection may often get pointers by which they may improve the defects pointed out. A. J. Y., a Britisher, now resident in this country, sends some interesting notes to the *Scottish Cyclist*. On one point, however, A. J. Y. is entirely at sea. He says: "The general public decry anything which in any way brings them face to face with a country which they bitterly detest and fear. To such an extent does this exist that I have heard a British flag hissed at a popular theatre." Of course, this is too absurd to need comment.

Certain it is that the American club system is far and away ahead of anything in the old country. Every club has its club-house, and they are palaces compared with the average British hovel. In the big cities clubs average 200 members, generally all active, and the laws regarding subscription, arrears, the bane of club life, are very strict and rigidly enforced. With this membership, giving an average annual subscription of £3 15s. each, they have a splendid income to work on. Rent, servants' wages, etc., eat up a good proportion of this, but there is plenty left for entertainments, dances, picnics, racing prizes and the thousand-and-one items which go to make club life pleasant.

The subscription looks big, and certainly is compared with the 5s., 10s. or £1 subscription of your clubs. But money has a different value here, and the advantages are well worth the balance. With one-half this subscription and the same membership an old country club could certainly do as well, but it would be impossible to get 200 men together willing to pay even this. One or two of the London clubs are the nearest approach to the American standard, but even they have a good deal of leeway to make up. It is in the thorough understanding and working out of commercial laws that the American clubs lead you as they do.

Safeties have scarcely the popularity here which they have in the old country, but they are fast verging to it. Nor do they seem to be as well ridden—the style is wanting. Now and again a rider is to be seen who has the seat and style necessary to make the safety appear graceful, but the average rider cares not for this. His handles are away up chinward, his knees have an awkward wobble, his saddle isn't placed right, and no wonder he doesn't look happy. In striking contrast to this is the "ordinary" rider. He sits well back and gracefully, his handles are in the right place, and he looks a part of his machine. I believe it is the bad style of riding which accounts for the second-class position the safety holds here as a fast road machine. When this is improved the safety will stand first, as it does in the old country. One other peculiarity I would mention is the long crank used by the "ordinary" racing men. Six inches is too much, and a rider using this crank in a race is handicapping his sprinting powers to an extent he wots not of.

I am sorry I cannot speak in terms of the highest appreciation of the American-made safeties. It seems to be the aim of the manufacturers here to dazzle the senses of the would-be purchaser by a display of points and "fakes" which the machines would be far better without. As a consequence the machines are complicated, heavy, easy to get out of order and difficult to put in order. Americans are the most ingenious and inventive of any nation on the face of the earth, and why should not their cycle builders be able to invent ingenious points in their particular branch? One maker told me he had the best machine in the world; no other wheel embodied all the points his did; and I am certain he believed it was the truth.

The American manufacturers will soon learn that simplicity is a *sine qua non* in any cycle—in fact, a good many of them know it thoroughly already; but so long as the uneducated cycling public are ready to gape at every fresh fake and rush for that machine so long will the ridiculous price of American-made cycles be maintained, and so long will English makers hold a large part of the field. Ladies' safeties are in abundance, and the fair riders handle their wheels with a dexterity and grace which quite dissipated the prejudices I, from ignorance, had formed against them.

THE PAPER IS READ.

THE WHEEL of June 28 contained a well-written account on training for bicycle races by George Hendee, the professional. The path records of bicycles were also printed.—*Buffalo Sunday Times*.

Fred. Coningsby has never received the gold medal he won in the Eagle Rock contest on September 2, 1888. This is not creditable with the people who projected the contest. They should at least explain to Coningsby why he has never received his prize.

The annual meet of the League of American Wheelmen will be held at Niagara Falls next year if the progressive citizens of that place, Henry E. Ducker and Buffalo wheelmen have anything to say about it. A meeting was held last week, and it was decided to invite the League to hold its meet at the Falls next year.

A meeting of the Bay City Wheelmen, San Francisco, was held on the evening of July 1 at their club-room on Van Ness Avenue. The following League officers were nominated: R. M. Thompson, of San Francisco, for Chief Consul; J. Phil. Percival, of Los Angeles, for Vice-Consul; Walter D. Sheldon, of San Francisco, for Secretary and Treasurer; Representatives—C. C. Moore, of Stockton; Arthur C. McKenna, of San Jose, and John W. Gibson, of San Francisco. The election takes place between July 15 and August 15.

It is quite possible that Buffalo will have a bicycle tournament this fall. Henry E. Ducker, W. G. Schack and Captain Dietzer, of the Ramblers, have been appointed a committee by the club to consider the advisability of making efforts to have the New York Division Meet of the I. A. W. held in that city in the fall. The three gentlemen are boomers. There is no reason why Buffalo shouldn't have the fall meeting. With over 2,000 wheelmen there, splendid hotels and an excellent bicycle track, there is every reason for success.

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

CYCLING DOWN HILL.

The following leading editorial from *Wheeling* contains so many good ideas that we republish it for the benefit of our readers:

The fatal accident to a bicyclist at Purley Hill is happily one of those rare occurrences which are the exceptions to our golden rule that cycling is the safest of sports. Statistics prove it to be safer than the games of cricket and football, and it must be remembered that, included in these statistics, are the figures for path and road racing on the lightest of machines and frequently on the most unsuitable of tracks. The public is too apt, when some little accessory part of a cycle goes wrong, to forget how great a debt of gratitude is due to the trade for this splendid general result. The manufacturer who knowingly sends out an unsound bicycle is little better than the scoundrels who sent boots with paper soles to the Crimea, or those who today supply brittle swords to our cavalry. There comes a time in the experience of most men when the failure of a vital part of a bicycle means, under Providence, death to the rider, and that so few fatal cases occur is, as we have said, a tribute to the conscientious work of our manufacturers.

The poor fellow who has just passed to his rest was, according to the report, "coasting" down hill with his legs over the handles of a 52-inch "ordinary," and in many households there will be warnings addressed to cycling sons against this practice. It cannot, however, be too strongly insisted upon (and we speak feelingly, owing probably our life to it) that the safest way to "fly" a hill on an ordinary is with legs over handles. Sitting well back on the saddle, no ordinary obstacle will throw a man, and an extraordinary impediment would have the same effect were the feet on the pedals, or on the murderous side-clip rests once in vogue. In the case of these latter modes of down-hill traveling, a fall means the face and hands striking the ground first. In the case of "legs over handles" the feet strike first, and the rider, instead of having the handle bar across his legs, is free of the machine. Our opinion is that a skilled rider of an ordinary (and every man should become skilled as soon as he can) should be able to "back pedal" his machine down any rough-surfaced hill it is safe or advisable to ride with a brake, and that the machine should never be let go, or even trusted to the brake, unless the surface is known to be good. On an ordinary good country road, hills should be taken "legs over handles"; on a macadamized, stoned, or twisting hill the rider should trust to back-pedaling, assisted, if he chooses, by his front wheel clasp brake.

Of course, much of the foregoing will be mere leather and prunella to many of our readers, but we are anxious to deprecate any outcry against the "legs over the handles" position. We have practised it in every part of the country, from the Pass of Lennie and the Dumfriesshire Hills to Marlborough Hill and the Newlands Corner—Silent Pool deliriously—and we know there is no safer mode of riding down any hill which a reasonable man will let his machine loose on.

A much more dangerous practice in connection with the riding of ordinaries is that pursued by novices to be seen Saturday after Saturday on the main roads out of the metropolis. They will ride machines too large for them. We will guarantee that if any of our readers will watch for this next Saturday or Sunday plenty of cases will present themselves. How these would-be cyclists can "kid to themselves" that they are cycling and enjoying themselves when their toes do not touch the pedals at the bottom of the stroke we cannot imagine, nor can we envy their feelings next day. The great beads of perspiration stand out upon their brows, and their legs and arms are all at work together, and yet the machine, comparatively speaking, "gets no forrard." Had these desperate strugglers, who groan at a railway bridge, invested in machines four inches or so smaller, life on a cycle would not have assumed so horrid a resemblance to death on a treadmill.

MARYLAND.

Prof. J. Emory Shaw recently left the city, on his bicycle, on a trip to points in the Cumberland Valley.

Albert Mott, Chief Consul Maryland Division L. A. W., was elected an active member of the Hagerstown, Md., Club, at their last meeting.

Edwin Doyle is an applicant for membership in the Chesapeake Club.

The Hagerstown Club people raised all the money spent on the meet except \$300, which was subscribed by citizens, and \$55 contributed by the Board of Trade. The money realized from the large attendance at the races enabled it to meet every liability and finish even.

Messrs. Emmerson and Kingsland, of Baltimore; Wilhelm, of Reading, and Banker, of New York, remained at Hagerstown the day after the races and during the afternoon visited the Fair Grounds. Banker was timed by Wilhelm, Frank S. Heard and some others, and succeeded in breaking the American amateur half-mile record for safeties, making the distance in 1m. 22s. The visitors were loud in their praises of the track, and are anxious to have a series of races there in the fall, if the track could be secured.

Of the 200 new members whose applications were taken at Hagerstown, over 60 were Marylanders.

Isaac Hinds has not yet recovered from the fall he took at the races at Hagerstown, July 4. It is probable that it will be some time before he can get about on his wheel.

Harry Kingsland is credited with an intention to challenge Victor Emerson to a race on any sort of a machine, and an exciting contest may soon be expected to show the superiority between these two gentlemen. Victor Emerson was the victor of the 1-mile tricycle L. A. W. championship at the meet. Emerson now holds the championship won by Kingsland last year. Kingsland was entered in a number of events at the meet, but did not race because, as he claims, he was under the doctor's care, and the latter advised him not to work. He is anxious to race Emerson, and it is understood that the latter would like a go at Kingsland.

A. E. Wallis won the 1-mile bicycle race, making the distance in 5m. 5s., at the athletic sports, held at the Fair Grounds, Frederick, Md., under the auspices of the F. C. Y. M. C. A.

BAY RIDGE.

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

AN HONEST APPEAL.

We have the assurance of the best physicians in France and America that bicycling is the most healthful exercise persons above the age of 40 and those afflicted with liver or kidney diseases, constipation, indigestion, eczema, bad and sluggish blood, lassitude, no appetite, etc., can take. It is better than horseback exercise, or walking. Buggy riding is fit only for very weak convalescents, and it is not an exercise. Safety bicycles and tricycles are now made on which the most timid can ride with safety, comfort, and to their great benefit. But it is unfortunately often the case when one afflicted with some old chronic disease bicycle exercise will cure, has been convinced of its utility, and concludes to order a safety, along comes one of those people whose sole object in life seems to be to make as much unhappiness and misery as possible, and says, "My God! man, you goin' to git a bicycle! Why, the dad-gasted thing will kill you! Here, boys, come here. Don't yer never b'lieve me agin ef old man Blivins ain't goin' to get one uv them thar durned bicycles!" As every man in the crowd secretly fears his sharp tongue, they all join in the laugh, and as Blivins sneaks away from the cross-fire of ridicule he hears the chief critic and neighborhood monitor say: "Ef he does git one, boys, I hope every hoss I've got will git locoed ef I don't make it lively fur him! You hear me!" And poor, weakly, contemptible Blivins, what does he do? He continues to endure his chronic disease because he did not have the nerve to face down ridicule.

It is a fact, the world is full of Blivinses. Our advice is not for them. But to all middle-aged men, and all who are afflicted, and to all nervy, manly boys, we commend the counsel of the learned French and American physicians on the subject of cycling. And we know from experience that it is true.—*Crosby Co. News*, Estacado, Tex.

GAYSCENES AT ELDORADO SPRINGS, TENN., ON THE FOURTH.

The constant drizzling rain nearly all afternoon and night of the 3d prevented many cyclists from going to Eldorado Springs on the Fourth to attend the hop given in their honor by the hotel proprietor, Dr. J. C. Connell, but those who did go will ever cherish the memory of the occasion as one of the pleasantest in their experience. Ten gentlemen took their chances with muddy roads, and made their way to the Springs awheel. The party was not so large as had been expected, but what it lacked in numbers was made up in congeniality, and the run out was made one of social pleasure rather than speed. Arrived at the Springs, the cyclists were gratified and flattered to find that the young lady guests had profusely decorated the hallways in their honor, arches of evergreens, ferns, etc., being tastefully festooned over the main doorways of the halls.

Before the supper hour people began coming from all directions, and soon after the ball-room was opened it was filled by more than a hundred dancers and spectators. The ball-room at Eldorado Springs cannot be excelled anywhere. It is large enough to accommodate an immense throng, and the floor is as smooth as a piece of glass. The orchestra—a first-class one, too—soon struck up a lively waltz, and the room was a scene of splendor and gayety. Everyone present seemed to enjoy herself and himself, and never to tire of gliding over the polished floor to the strains of inspiring music.

After the last strains of the Home, Sweet Home waltz had died away it left time for the reflection that the occasion had been one of the most enjoyable and largely attended in the history of Eldorado. Dr. Connell has the combined and hearty thanks of the boys of the wheel for the ball in their honor, and for the systematic manner in which everything connected with it was conducted.—*Nashville American*.

G. M. Worden, of the John. P. Lovell Arms Co., of Boston, spent last week at his home in Hastings-on-the-Hudson. On Thursday, yesterday, he started to ride to Boston via Albany and through the Berkshire Hills.

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

THE ELWELL TOURISTS IN FRANCE.

THEIR STRUGGLING WITH THE NATIVE TONGUE.

Life in Paris is beyond description. Artists have pictured it, lecturers have described it, authors have written of it and photographers have done their worst, but it is still a fact that a visit to the magic city is the only way in which a true idea of life here can be obtained. There is a certain all-prevailing spirit about it which cannot be put on paper or canvas, try as you will. Monsieur Jacques declines to be delineated, and of our visit to Paris, I shall only attempt to jot down what we have done as cyclists, not as citizens.

Our struggles with the language are fearful and wonderful to hear, and it is hard to tell if our dense ignorance on this head is the most instrumental in detracting from, or adding to, our enjoyment. Certain it is that some side-splitting predicaments arise from it. Some four or five of the party are more or less conversant with it, and as long as we cling to them we are safe. In their absence, however, the boys are hardly to be considered accountable for what they say, and that they are always eager to "make a bluff of it" only makes a bad matter worse.

AMERICAN SLANG TAKES THE BAKERY.

Our Adonis was vainly endeavoring to make a petite and pretty waitress in a restaurant understand that he wanted some bread. He went through a series of gesticulations descriptive of breaking, buttering and eating the loaf, but without a sign of success. He twisted the word "bread" all out of shape, but to no avail, and giving up in disgust ejaculated in a French English, "Well, you give my neck a pain!" "Oh, oui, oui, oui. Le pain, le pain!" exclaims Phyllis, and tripping away she returns with the desired loaf. The look of blank amazement, surprise and idiocy which occupied the features of Adonis would have been a bonanza for a camera fiend. Such is the power of being obliged to do a thing, however, that by this time we can all of us find our way about and get enough to eat.

THE FRENCH BREAKFAST LIGHT—SO LIGHT!

French cooking is the best in the world, if you are no of an inquisitive turn of mind, but their meal which corresponds to our breakfast is a decidedly primitive one, and would never give a body indigestion. It consists of one cup of coffee, one roll and one grateful heart! I am not certain that we always have the latter; in fact I'm pretty sure we haven't. We tried riding forty miles one forenoon on this style of meal and before we had ridden twenty, the vigorous kicking of one and all resembled the roarings of the lion rampant in Barnum's circus. Papa Elwell has entered a protest, and we now get the addition of cold meats, liver, and bacon and eggs. The French breakfast (at twelve) and dinner (at six) are exactly alike, with the exception that soup is served at dinner.

I think I mentioned in my last that we see a great deal of D. J. Canary, the trick rider, and Woodside, the English racer. These two are thinking some, I believe, of starting for Australia, and thence around the world. We have also had several calls from W. E. Hicks, formerly of the Missouri Bi. Club, whom some of your Western readers will well remember. He is "on the Continent," perfecting himself in French and German, and rides a Springfield Roadster.

Our good times in Paris have been greatly added to by the efforts of the French cyclists in general, and M. de Baroncelli, Mr. G. Augustin Taylor, and Mr. Blackith, of the New York Herald, in particular. M. de Baroncelli is Chief Consul of the C. T. C., and Consul of the Union Velocipedique de France. (They don't pronounce this every time. They refer to it as the "U. V. F.") He rides a silver-plated ordinary with an air-cushion on the saddle in a somewhat erratic manner, but he is all right. Mr. Taylor is the British Pro-Consul. He was very kind indeed in regard to showing us about and interpreting the language at critical moments.

DINED BY THE METROPOLITAN BICYCLE CLUB.

On Wednesday evening, the 26th, we were entertained by a society the spelling of whose name would deplete the alphabet several times. In English it would be Metropolitan Bi. Club. They were assisted by members of several other clubs, whose names were not quite so bad. They gave us a very pleasant go-as-you-please evening, with speeches, songs, conversation, coffee and "champy." M. de Baroncelli made a very nice speech in French, which Mr. Blackith rehearsed to us in English, and then Mr. Elwell made a very nice speech in English, which Mr. Blackith rehearsed to them in French. We looked at the Frenchmen and the Frenchmen looked at us! They then sang songs and gave recitations in their native tongue for our amusement, and in return we sang some Johnny-get-your-gun choruses and gave them some cyclists' cheers. As Jo Pennell says, "they are really very decent sort of fellows," and we had an evening which everyone thoroughly enjoyed, even though we did have to do most of our conversing by signs.

AT THE WILD WEST SHOW.

Buffalo Bill is giving his Wild West Show here to crowded houses, and very kindly sent us an invitation for Thursday afternoon. The Wild West pleases the French immensely. There is just enough firing of guns and rescuing of pretty girls and riding of bronchos to make them long to be cowboys and look bad. When Mr. Cody does anything, he goes at it whole-hearted, as we soon found out, for we were shown all over the grounds and stables, were introduced to the celebrities by Maj. Burke, and finally planted in the best stalls in the place. On taking leave we attracted more attention than the show by telling Mr. Cody that he was all right and cheering him. It seems rather strange, "when you come to think of it," to see American buffalo running about, within a mile of the *Ecole Militaire*, and naked, yellow Indians prancing around within a stone's throw of the Champs Elysees!

Friday afternoon, through the kindness of somebody, I'm sure I don't know who, we attended a reproduction of the Bastille and an old street connected with it, which was, from a historical point of view, one of the most interesting sights we have seen, everything being reproduced life-size, exactly as it was before 1789.

Saturday, June 29, was the day which had been set for our departure from Paris, and Friday night we commenced the labor of packing up after an eight-day stand. It was with heavy heart, I assure you, that the work progressed, for Paris is to a young American a veritable Fairy Land. It's thousands of wonderful and historical sights, its Louvre and Luxembourg, its World's Exposition, its catacombs and sewers, its theatres and gardens, and all the rest form a combination which gets a tight grip on his affection, and he takes to his wheel in a very discontented frame of mind.

We have done fairly well at sight-seeing. At all events we have kept religiously on the go, and what one has not seen another has, and it may be said that as a party we have seen a great deal of Paris. As you can easily imagine we also "saw a great deal of Paris" from the famous Eiffel Tower, a journey to the top of which, owing to the awaiting crowds, occupies anywhere from three to seven hours! You wait patiently in line until the powers of endurance threaten to give way before the happy idea of beckoning to a waiter in a neighboring café strikes you. We find ourselves able to stand a great deal longer with a cup of coffee in one hand and a sandwich in the other.

OH, THESE FRENCH! THEY SMILE AND SMILE.

If we left Paris with heavy hearts I can assure you that our pocket-books were in no such desirable condition. Oh, these French! they smile and smile, and when you reach for your purse your money is almost gone and you don't know where it went to. The only remedy is to leave it, every cent, at home, for in a day you will surely spend all you have about you. Another week in Paris and one and all would have had to write certain letters home, the style of which would have been very similar. We may not have stayed as long as we desired, but we certainly stayed as long as was healthy for our wallets.

Appropos of packing up, have you ever seen the cyclist mend his stockings? He has a novel way of performing the ceremony. He lays a pair (in the toe of each being a hole the size of a half dollar) carefully on the chair and produces a "batchelor's button-box" or a "friend in need," which his best girl gave him just before he sailed. Can he darn stockings? Well, he should smile a smole of smothered ecstasy if he couldn't, and he settles down to it. Fifteen minutes elapse, occupied principally by exclamations expressive of disgust, which rapidly grow more and more vehement. Finally, with a big, big D, he gives up in disgust and running a stout piece of thread around the edges of the hole, he draws the ends up tight and ties a hard knot, effectually closing the gap. "Women always make a mountain of a mole-hill," says he. The trunks are finally packed and shipped back to London, whither most of us return on our way home, and we are once more upon the road.

I forgot to mention in my last that Papa Elwell met with somewhat of a loss at the hands of the French Government. His trunk was shipped direct from London to Paris. When it was inspected by the French custom-house officials, they saw fit to confiscate his maps and letters descriptive of the route from Paris to Geneva, as being dangerous manuscript. They seem to have the idea that he was contemplating marching an army across France and laying siege to Paris. M. de Baroncelli, at no little trouble to himself, has made the loss good, however, and given us a full description of the route.

Owing to pressure of business and slight indisposition, Mr. Jo. Pennell found himself unable to continue further with us, much to the regret of every member of the party. We had gotten into the habit of depending a great deal upon him, and the loss of his general knowledge and good company will be severely felt by all.

THE PARTY LEAVE PARIS.

We were accompanied out of Paris by several local cyclists, including M. Médinger, the champion rider of France, who rode with his wife on a swift tandem bike. Mr. and Mrs. Médinger are a French edition of Mr. and Mrs. J. H. Smith, of London, and Mrs. M., accompanied by her husband, has often done over a hundred miles a day. In a little sprint of a mile or two just out of Melun, she showed up well to the front without, as a horse jockey would put it, "turning a hair."

AN IDEAL DAY'S TOUR.

The day's run was to Fontainebleau, whether they accompanied us, returning by train in the evening. The run to Fontainebleau, where we are spending the Sabbath, was an ideal day's touring—the weather and roads perfect, and everybody in good health and spirits. We rode leisurely to Melun before dinner, each at the pace which pleased him best, stopping every now and then in the shade of some huge tree, where the boys would stretch out at full length to smoke a pipe, read a book or fall asleep. Nobody feels hurried or worried and no heed is taken of the time. There's nothing to do but enjoy the very essence of touring as it should be done. After a hearty dinner at Melun everybody seeks a place for a comfortable nap, as we do not ride during the heat of the day. At four or half-past we journey slowly onward toward Fontainebleau through the magnificent shady forest, stopping occasionally to dance a can-can on the old Druidical tables by the roadside, or give the photographers of the party a shot at us in some particularly pretty spot. We travel over nearly a mile of pavement laid by the Romans two thousand years ago. Is it any wonder, do you think, that everyone is enthusiastic and declares this to be the event of their lives? I don't.

The coming week we spend in traveling slowly through the south of France toward Geneva, arriving there on or about Monday, July 8. We shall be accompanied thus far by W. E. Hicks, before mentioned.

TAM O'SHANTER.

THE STREET PAVEMENTS OF LONDON.

There are three kinds of pavement in use in the London streets. The least used at present is that of stone. Where it does exist, however, it is much better than ours in New York. The stones are long and are set on end, the upper surface being much smaller than our Belgian blocks. Under these stones is a heavy bed of gravel and stone, the whole pavement being about eighteen inches in thickness. The wooden pavements are also formed of much smaller blocks than those tried in New York. But the most extensively used pavement in London is that of concrete. I saw one torn up for repairs a day or two ago, and had an opportunity to discover how it was built. First a foundation of stone is laid down in good substantial blocks. That is covered with tar and gravel, and upon this are set blocks of wood on end tightly pressed together. Over these, cementing them together, and when rolled smooth forming the surface of the street, is put on the concrete. The entire pavement is over two feet thick and is as solid as natural rock. It is as smooth as a billiard table, and over it the heavy vehicles of all kinds used in London roll smoothly and easily. One never sees a team of horses vainly struggling to pull a heavy load out of a hole in these streets. The stream of vehicles moves always smoothly and steadily onward, save when checked by the silent majesty of the inexorable English law, represented by the extended arms of an insignificant London "bobby."—*London Letter to New York Times.*

JERSEY CITY.

On Friday evening last the H. C. W. were visited by delegations from the Elizabeth (N. J.) Wheelmen and the Atalanta Wheelmen, of Newark. The Atalantas arrived about 8:15, but the Elizabeth boys were detained by "Eliza, Betsy and Bess" out on the Meadows, and did not show up until 9 o'clock.

In the way of entertainment the committee (consisting of Captain Day and Messrs. Griffiths and Merseles) had prepared a short programme. The Highland Orchestra, of Jersey City, rendered excellent music during the evening, one of the selections being "The Knights of the Wheel," dedicated to the H. C. W. Mr. George L. Bettcher favored us with several of his Dutch dialect recitations and "Our Only Will Lyle" followed in banjo solos and songs, and appeared "in black" later in the evening and told some side-splitting fables founded on fact. Our friends seemed to particularly enjoy Mr. Lyle. We were also visited during the evening by the "Little Flyer," Mr. S. G. Whitaker, who made a few remarks to the assembly. Elocution was also practised by Dr. G. Carlton Brown, of the E. W., President Miller, of the A. W., and Dr. Johnson, on the part of the hosts. The party broke up about 11 P. M. and were escorted as far as Newark by an H. C. W. body guard.

Messrs. Earl and Benedict have returned from a trip through the Shenandoah Valley, whither they wheeled after the League Meet at Hagerstown. Apparently both enjoyed the sunshine, and had basked in its rays considerably. Benedict's complexion has assumed a sort of black-and-tan color, and Earl's usually Pear's-soap hide resembles a peach-blow vase with whiskers on it.

Dr. Johnson, of the H. C. W., intends starting on the 26th inst. on his annual tour. This year he will wheel through the State of Maine. He has been very much exercised of late in deciding what route he will take, and after corresponding with every local Consul in Massachusetts, Rhode Island and New Hampshire, he has decided to follow the T. P. (telegraph poles), "turning right at the cherry trees" and turning back at Seven-mile Hill. Every mail brings him a fresh batch of suggested routes. He was showing me his proposed route, as he had laid it out on the walls of his billiard parlor, which include maps, guides, histories etc. To make himself thoroughly acquainted with the route, he has driven a nail in the name of each town he intends stopping at. The following places he has nailed (or rather he will "nail" when he gets there): Providence, R. I.; Lebanon, Mass.; East Brattleboro, Mansfield, Cobbs Tavern, Boston, Medford, Lynn, Salem, Ipswich (Doc. can't say that name very plain yet), Newburyport, Amesbury, Portsmouth, Kennebunk, Biddeford, Saco, Portland, Brunswick, Lewiston, Augusta, Fairfield, Bangor, Bucksport and Bar Harbor. (If there's any places I've forgotten I'll advise you next week, as I haven't a very good memory for names.) He starts July 26, and we trust that wheelmen will take him in, dry him, feed him and bounce him (in the morning) with their blessing. For the benefit of cyclists not acquainted with him I will describe him for you. He will be known by an elephantine bat, which he calls a helmet, with the accent on the "met"; a morning glory mustache and limbs that would make A Chorus Girl weep with envy. (After reading this he may change his personal appearance, but to overcome that I will add that if you see a fellow seated alongside the road, surrounded with 7 maps, 127 letters and 4 guides, with a big rock on each, serving as a paper-weight, you will know, without requesting his card, that he is Dr. Elliott Wheelman Johnson.)

Our friends, the Pennsylvania Bicycle Club, have again invited us to the Quaker City on August 3 and 4. I will say (simply to increase the agony of our Philadelphia friends), that there isn't the slightest doubt of the invitation being declined, and that we will come down with both feet. Under penalty of a heavy fine, no member of the H. C. W. intending to accept this invitation will be permitted to satisfy his appetite for the two days preceding the date of start, in order that we may do something in an actual, positive way, which will, on our departure from the gates of their city, convince the P. B. C's that we have been there, and that they "put their foot in it" by taking the risk of inviting us the second time down to their home. We feel doubly honored, as it seems this invitation is about the first act of their new Captain, Mr. C. L. Leisen. We hope he may have the success in his new office he deserves, and that he may prove as callous to all attempts to rattle him as did his popular predecessor, Mr. W. D. Supplee.

A few days ago fourteen of us Jerseysemen reported at 5 A. M. at the club-house to start on the run called by the Captain to Long Branch. We rode direct to Perth Amboy, via Elizabeth and Rahway, where we took the train to Matawan, and thence to Red Bank and Long Branch, where we "filled in." The time from 2 o'clock until 6 was spent in strolling along the beach, and at 6:30 we took the boat for the city. Not the "slowest" part of the day, by any means, was the time spent on the boat on the way home. This run is an exceptionally fine one, and for a club run is certainly enjoyable. The following runs have also been called: July 20, for Staten Island; 21, Hackensack; 27, Rose Park; 28, Glen Island. Co'ster.

SAN FRANCISCO.

Senator Morgan is on his way out here with a new American team. I have not heard who the riders are that compose it. They are to spend one week in Denver.

The Bay City Wheelmen are already in the field with their club ticket for League officers. They have nominated R. M. Thompson, of San Francisco, for Chief Consul; J. P. Percival, of Los Angeles, for Vice-Consul; W. D. Sheldon, of San Francisco, Secretary-Treasurer; State Representatives, Dr. Gibson, of San Francisco, C. C. Moore, of Stockton, and A. E. McKenna, of San Jose. This ticket is a strong one, and there is not likely to be any organized opposition to it. It is a board that will undoubtedly accomplish much for the League. I understand that the Oak Leaf Wheelmen, of Stockton, and the Garden City Wheelmen, of San Jose, have endorsed it and will work for it.

H. G. Kennedy, one of Denver's most popular riders, is here on a visit. While here in 1886 he made many friends, who were glad to see him again. He is an excellent trick rider. We have had within a few months Maltby, Nash, Barber and now Kennedy, all great trick riders. July 11, 1889. CALIFORNIA.

ST. LOUIS.

The members of the Cycle Club are enthusiastic over the fine showing made by their man, Barnard, in the races at Sedalia, and they are already talking about a meeting with Lumsden. I hardly think they are justified in the extravagant estimate they place on Barnard's abilities, notwithstanding the good showing he made at Sedalia, and the idea of matching him with Lumsden, before he has had a chance to demonstrate what he can do, seems a bit premature. He was not extended in any of his races at Sedalia, and as these events were the first in which he has ever contested, it is difficult to tell what he might do if pushed. He is a strong, lusty fellow, modest and unassuming, has fine action in the saddle, and, if properly taught and thoroughly trained, will undoubtedly develop into a fine rider, but it will take lots of experience and hard training to make him fit to race with Lumsden. The latter is probably the fastest amateur in America to-day, and the rider who beats him must get up a lively hustle. He has had the benefit of the best training in Garden's hands, and being a man of good habits and thoroughly tractable, he is fit to race with the best of them. Garden evidently wants another St. Louis scalp, for he has already started inquiries about Barnard and the probabilities of getting on a match with Lumsden. He had so much fun (but so little profit) with us before that he wants to try it again. That is all right, Robert, but you will keep on fooling with these St. Louis riders until you get your leg pulled. Barnard may or may not do it, but if he don't we will find some one who will. Lumsden may get married himself one of these days, and then, verily! thy name shall be Dennis. We will swoop down on you like a wolf on the fold, and wipe up the earth with you (always assuming that Van don't go on the track again).

There is more trouble in sight for the Missouri, but its members have been kept in a ferment so long now with one thing after another that they are getting used to it, and the new turn affairs have taken does not create the consternation that it might have done a few months since. President Andrews gave notice at the last meeting that he would propose at the August meeting an amendment to the by-laws fixing the dues of both associate and active members at the same figure, say \$1.50 per month, and extend the voting privilege to both classes. The effect of the adoption of this amendment will be to do away with the active list and transmute the club, so to speak, from a bicycle club into a social organization, with no distinctive features. True, it will for the present be called the Missouri Bicycle Club, but cycling will be an auxiliary—a side issue—and the change of name will soon follow, as a matter of course. The "milk in the cocoanut," as well as the "hair on the outside" of this new move, may be found in the action of the club on the Sunday issue. The proposed amendment is simply a transparent scheme to put the associate members (who do not ride and take no interest in cycling matters) on a voting basis, in the hope that enough assistance can be had from them to warrant another attack on the Sunday rule; but it won't work. The Missouri Club has always been a bicycle club, with all that the term implies, and it has a record as such that it may well be proud of. If the promoters of this latest scheme think they can succeed in their plans under the specious argument of a reduction in the dues of the active members they will fail, just as they failed in their other attempts to carry out features of what the *Spectator* alludes to as their "policy." One of the officers stated, just after the May meeting, that the action of the club at that time was a slap in the face of the new administration. Of course it was nothing of the sort, but if that is the view they take of the case they don't seem to mind slaps very much. They have had two or three hard raps since that time, but they are still working away at their "policy." If the club doesn't appreciate their efforts it isn't their fault.

The St. Louis Cycle Club is about to disband, and a new club called the Cycling Club will be organized in its stead. There are a good many undesirable men in the present club, and it is with a view of getting rid of this element that the reorganization is proposed. There are to be no deadheads in the new enterprise.

Captain W. A. Davis and E. J. Roberts, of the Illinois Cycling Club, were in the city Friday and Saturday. They made the usual trip—to the brewery—and hereafter will draw their matches from an Anheuser match box. Geo. Warwick, of Springfield, Mass., was here at the same time, and a couple of the bicycle agents undertook his entertainment. One of them succumbed at two o'clock; the other lasted until five, but the wreck was complete. When the Springfield man was last seen he was looking for more agents. Davis and Roberts expressed a desire on their arrival to take a ride over the famous—or infamous—De Soto road, and arrangements were at once made to gratify their wishes, but later in the day they concluded to go to Ballwin instead. Foiled again!

ITHURIEL.

ELIZABETH.

So little has appeared in the cycling papers lately (The *Wheel* excepted) about the Elizabeth Wheelmen, that most people would suppose that they were out of existence. This is not the case, however, as the "E. W." are to-day stronger and more active, have more road riders, etc., than they have ever had before. The trouble is that there has been no one to gather the news for publication. Hereafter your readers will hear from us very frequently.

The debt of Elizabeth having been settled, and the city placed on a sound financial basis, the Board of Trade and the *Daily Journal* decided to get up a book setting forth the advantages of the place as a site for manufacturers, residences, etc. One of the first to apply for a place was the "E. W." The club was recently photographed in full uniform, and grouped in front of the house. They intend to have a large photo-engraving made, and inserted in the book, with a full history of the club, names of officers, members, etc. As the book will be sent to all parts of the country, it will be a good advertisement for the wheelmen.

The E. W. attended the smoker of the H. C. W., on Friday evening last, and were delighted with their reception; as you will probably get a full account from "Coaster," I will only say that the "E. W." think that it was a big success.

The "E. W." are talking of giving another lantern parade this fall, about the latter part of October.

Mr. N. H. White, our only Eagle rider, has just returned from an extended tour through Connecticut. He visited the Eagle people at Stamford, attended the meet of the Connecticut Division, and toured home via New London.

"COMET."

BROOKLYN NEWS.

THE ROAD-HOG IN UNIFORM.

The very latest tidbit of news which is now causing extended comment in the cycling clubs of this city is the unwarranted action of a mounted policeman of the Park force in riding down Beasley, of the Kings County Wheelmen. It seems that he and a club mate were returning to the city on the Ocean Parkway, and met this road-hog policeman in the vicinity of Parkville. The wheelmen decided that the officer was intoxicated, and Beasley remarked the fact to his fellow wheelmen, which, the officer overhearing, immediately rode at them and deliberately rode Beasley down, the horse's hoofs mangle the wheel in the most approved style and bruising Beasley somewhat, so that he and his wheel returned to the city in a four-wheeler. He has obtained a warrant against the officer for assault, and it is to be hoped that he will be dealt with in the most summary manner. There are a few others of the Park squad who should be put in a bunch with this man and all served in about the same manner. They are nearly all "from Cork," and take special delight in showing their authority not only on wheelmen, but on the many other frequenters of Prospect Park, and are at times very annoying, to express it mildly.

LET US HAVE A STATE MEET.

A meeting of prominent cyclists of New York and Brooklyn was held in New York on Friday evening, July 12, to discuss informally the subject of extending an invitation to the League to hold its State meet in this section of the country. Let us have the meet by all means! The hospitality shown our visitors will linger pleasantly in their minds for some time to come, I'll warrant.

A DELIGHTFUL RUN TO ROSLYN.

As early as half-past two on Saturday afternoon, July 13, Pettit's Hotel, at Jamaica, presented an animated appearance, this being the rendezvous of the Brooklyn Bicycle Club and the Long Island Wheelmen en route for Roslyn, L. I. Wheelmen kept arriving steadily, a number taking the train to Jamaica, arriving in advance of their more venturesome club mates who had elected to "ride through." At 3:30 P. M. First Lieut. Fay, accompanied by twenty-five members of the Brooklyn Club and ten members of the Bergen Point Wheelmen, from Hackensack, N. J., arrived, and the Brooklyn contingent started ahead, leaving the Long Island Wheelmen, some fifteen strong, to follow, under the guidance of Captain Tetler.

It was a pleasant day for wheeling, the sky being overcast, but the doubt as to the appearance of the moon, which was counted on later to make the sail home by boat enjoyable, caused many to wish there were not so many clouds in sight. But wheelmen are naturally hopeful, and trusting that the "gods" would favor them and dispel the clouds before night, they continued on their way, only disturbed now and then by Bugler Fuller's attacks upon his horn.

All went well until the last five miles, when a nice, soft, sandy road was encountered, about which, by the way, nothing had been said in the flowery notices upon the club's bulletin boards.

Well, it was ridable and had nothing to do with Raymond's wheel breaking down about four miles from Roslyn and making him late for supper. However, he got there with a few of his club mates who had stopped to help him patch up, arriving just before the Long Islands.

The arrangements for supper should have been ample, notice having been given the proprietor in time, and it is to be regretted that several of the Long Islands were forced to procure supper on the boat, becoming disgusted with their treatment at the hotel.

But they should be charitable and remember that wheelmen are hungry mortals after a ride, and probably mine host of the Mansion House had never catered for so large a party before, and in consequence lost his head.

The ride home by boat is one of the features of this trip, and notwithstanding the fact that the moon would not be wooed from behind her fleecy veil until New York was almost reached, the trip was enlivened by song and merry jest. Not the least in causing merriment was an impromptu tug of war between the "Blue and Gray," the hawser of the boat serving as the rope. As there was no time limit and the Brooklyn had their end securely tied to an iron cleat, and the Long Islands anchor was braced round a post, they might be pulling yet, with no decision as to the winner.

Ah! it was a rare sight to see jovial Halsey, Dr. Wilder and genial Furst and other L. I. W.'s tug on that rope, typical of the new state of things among Brooklyn wheelmen. Let us have more of these pleasant trips, cementing good-fellowship and binding closer the sister clubs of our city.

I regret that "Ram Lal" has so misconstrued my well-meaning item in a previous letter. Far be it from my thoughts to even hint that a club member should leave his club and join another as associate member. On the contrary, the item was suggested by a conversation which was reported to me as having taken place between well-known members of the three clubs, to the effect that the fraternal and social side of cycling life might be materially augmented by the election of active members of various clubs to associate membership in other clubs, and naming a certain few of the up-town men who would probably join the B. B. C. for that reason, thus becoming members of both clubs without lessening their status in the original club. Sincerely thankful to "Ram Lal" as I am for his appreciation of the "greatness of the B. B. C.," it is a pleasure to afford this explanation.

Brooklyn, July 15, 1889.

ATOL.

HARRISBURG, PA.

H. B. Gerhart, accompanied by Mr. Ed. Shoop, of this city, started Thursday morning for Martinsburg, W. Va., where they will be joined by Mr. Gerhart's brother, and proceed from there, on their wheels, down the Winchester pike, en route to Luray and Natural Bridge, returning home via Richmond and Baltimore.

Everybody returned home from the Hagerstown Meet happy. The Harrisburg Club made an excellent appearance with thirty-five men in line. What did the band play?

Mr. L. R. Kelker has issued invitations to all of our wheelmen to attend a local meet to be held at his beautiful country residence on the banks of the Susquehanna, two and a half miles above the city. The boys anticipate a very "large" time, and I am sure they will not be disappointed. Thursday evening is the date upon which this august occasion takes place.

Mr. Hicock, of the Pope Manufacturing Company, spent several days with us, after a two days' sojourn at the meet.

Hagerstown girls are "just too sweet for anything." Our parade caps were objects of great admiration in their eyes, and as a consequence "Son" and I are conscious of several occult impressions made on them by their pretty lips. We should have preferred a closer contact, but publicity forbids.

N. O. REMARKS.

July 10, 1889.

PHILADELPHIA.

RAIN—RAIN—RAIN.

This about describes the state of the weather for a week before the "Glorious Fourth," and to cap the climax at noon on that day it began to pour, a state of things which kept up for about three hours, when it cleared up, but too late, as every one's pleasure had already been spoiled. To make it all the more aggravating, the weather ever since has been delightful. Of course the Lancaster Club's tournament fell through, and the crowd of Philadelphia cyclists who expected to go were disappointed and sad at home. Notwithstanding the dubious aspect of the weather, eight members of the South End Wheelmen went thither and reported having a truly glorious time, and one and all voted the Lancaster Club a jolly set of boys.

Seven Philadelphia cyclists journeyed to Hager town on their wheels. They were: Draper, of the Pennsylvania's, Diamond, of the South Ends, and Wood, Fleming, McGlathery, Bromly and Spier, of the Century Wheelmen. The last four started on Saturday afternoon at 2:30 and reached Coatsville (42 miles) for supper. Starting at eight the next morning, they rode to Columbia for dinner, and Gettysburg (80 miles) for the night, arriving at Hagerstown at 3 o'clock on Monday afternoon; thus covering one hundred and fifty-eight miles in two days. The second day's ride of eighty miles is a great achievement, when one takes into consideration the bad condition of the road, a sandy one, as anyone who has ever been over it can testify. Of course the run was not without its accidents. Captain Scott, of the Mount Vernon wheelmen, who started with the party, rode a new wheel for the first time, and when about a mile from Coatsville broke the backbone off close to the little wheel. He turned back and went to the meet via train. Also Spier of the Centurions broke down on that beautiful Star no less than five times, but he got there all the same.

Every one that attended the League Meet reports a good time, and any one who wants to enjoy a good laugh is invited to have an hour's "chin" with A. G. McGlathery, or as he is called "Mack," about the time he had at Hagerstown. When he made that Fourth of July oration in the public square, the audience was so lost in emotions brought on by his fiery eloquence and patriotic language, that he in return completely lost his voice for the time being. When he returned to this city of Brotherly Love he could do naught but whistle the tune the band played.

The Century Base-ball Club on the 4th of July defeated the Newtown Club by the score of 17 to 1. "Kid" Allen, the phenomenal centre-fielder, wears crape around his hat because he made the error that let in that one run.

Messrs. Deitsch and Geyler, of the Century Wheelmen, expect before long to start on a tour to the northern part of the State via Delaware Water Gap, Dingmad's Ferry, etc.

July 8, 1889.

"ARGUS."

ERIE, PA.

And still we labor under the depressing influence of much weather. What wheelmen will do if this state of affairs continues I cannot say, but it is fair to presume they will take flight to some other and drier world than this—the *Bicycling World*, perhaps. Who knows?

But little has been done among cyclists since my last letter. The heavy roads no doubt are largely to blame for such an unusual state of affairs at this season, but added to this, our wheelmen and wheelwomen have had large inroads made on their time by numerous festivals, receptions, etc. Everybody who can get out of the city will do so between now and the middle of July. This, of course, necessitates many farewell calls, and not until the superfluous portion of the community is safely packed off to Saratoga, Newport and Bar Harbor will we cyclists be able to fully realize on our investment. Intervening time will have to be bridged over somehow. After that you may look out for "fun on wheels" in Erie.

Some of the Buffalo riders came down on the night boat Saturday, reaching here about 3 A. M. Sunday, and starting back by wheel almost immediately. It was our intention to meet them here, show them what few courtesies we could in the limited time they were to stay, and then accompany them part or all of the way to Buffalo. However, when our first detachment struck the boat, they had been gone some two hours. Thus were all our hospitable intentions blasted.

We notice still more ladies on wheels this week. Miss Gunnison, who has had her "Psycho" for about four weeks, is riding very well indeed. Why is it so many of the old fogies dub the "bi" vulgar, and yet seem to consider the "tri" a regular Sunday-school machine? Possibly "Psyche" can tell me this. She seems to have a fund of information for her own sex.

You will hear from me again when the clouds roll by, if they ever do.

P.

"BRAWN AND BRAIN."

A bright, reasonable volume that will interest a large number of people, entitled "Brawn and Brain, Considered by Two Noted Athletes and Thinkers," has just been issued. Twelve of the most popular sports are treated by a small army of champions, experts or specialists. Baseball is treated by a champion nine and an umpire; the elegant art of fencing by F. R. Coudert, the noted lawyer, and others; riding a horse by Buffalo Bill and others; canoeing by Charles Ledyard Norton, and tennis, polo, swimming, cycling, jumping, running and other sports by persons famous in those pastimes. Prof. Laffin treats of health at home, and Wm. Wood and others of how to grow strong. The volume is a really notable addition to the literature of health and pleasure. John B. Alden, publisher, New York, Chicago and Atlanta.

WHEEL GOSSIP

Mott!

Maryland!

Mott! Mott!!

Mott! Mott!! Mott!!!

Mott is all right. This we guarantee.

Good old triple X Mott.

The C. T. C. Gazette for July is an arid waste.

"Ram Lal" and "Atol" should put on the gloves.

C. M. and W. F. Murphy will compete at the East Hartford races.

Joseph Boswell and W. B. Worrall are the oldest riders in Minneapolis.

Mr. George Warwick has just returned from an extended Western trip.

Messrs. E. W. Pope, C. F. Joy and H. A. Hickok spent July 5 at Antietam.

The Cyclist and Bicycling News have moved to new offices in London.

The Elwell tourists did themselves proud at the Buffalo Bill "Wild West Show" at Paris.

A. A. Taylor, one of the Pope Mfg. Co. s travelers, has gone to Europe for a brief vacation.

The son of John I. Davenport, Supervisor of Elections of New York City, is a cyclist.

We should like to see an American who ever went abroad and did not come back a crank on light wheels.

Any club desiring a fancy rider should address W. H. Barber, 9 Merriman Street, Rochester, N. Y.

It is rumored that the New York Athletic Club is taking steps to form a strong bicycle team of racing men.

Minneapolis property owners are endeavoring to have Park Avenue, a fine residence street, paved with asphalt.

The Riverside Wheelmen have called runs to South Oyster Bay July 21 and to White Plains July 28.

The Wilkesbarre, Pa., Bicycle Club contributed \$90 to the Johnstown relief fund, and the Scranton Club put in \$60.

Two-mile handicap, decided at Cape May Athletic Club games on Monday last: F. G. Brown, K. C. W., walk over.

Albert A. Reed amusingly relates in the Boston Globe, of July 15, the first and last tandem outing of Mr. and Mrs. Spicer.

R. Howell has opened a public house. The English "pro." invariably finds his way behind the bar sooner or later.

The annual frolic, clambake and outing of the Mercury Wheel Club will be held August 10, probably at Willett's Point.

McCredy, editor of the Irish Cycling and Athletic News, will have a camping and touring party in Scotland, starting August 5.

Clemens, of the Manhattan Club, is riding a 42-lb. Swift, geared to "57." He intends to put on a higher gear and go on the race path.

A collie puppy, the title of a canine article, might be transposed into, a cool puppy, and applied to the road hog or the cycle thief.

The Long Island Cyclists' Union has reason to be proud of the most important work it has yet accomplished—viz., the paving of Cobblestone Hill.

W. E. Hicks, formerly of the St. Louis Post-Dispatch, accompanied the Elwell tourists from Paris to Geneva, spending a week with them.

Mr. C. A. Snow & Co. inform us that no patents pertaining to bicycles were filed at the patent office this week. This is a rare circumstance.

Mr. Arthur Burr will build a new track at Bellagio, Eng., which he will attempt to make the finest in the world. Five hundred men are employed on it.

L. A. Newcome, Harlem Wheelmen, has been having a pleasant time at Boston. Messrs. Stall and Ross kindly piloted the New Yorker over the roads.

The maker of the two-speed gear is Mr. Carter, Rueber Terrace, Bradford, Eng. There might be something in this for some of our American makers.

One of the charming sights of Gotham is Elliot Mason and his boy Hobart on a tandem bike. The two are great companions, and the boy does his share of the work.

Jacob W. Clute and J. T. Josline, two cyclists of Schenectady, N. Y., sailed for Europe this week. They will tour in England and Scotland and on the Continent.

The League had a membership of 10,272, July 12, of which Massachusetts had 1,386, being second to New York, which has 1,824. Pennsylvania is third with 1,250.

AMUSINGLY STUPID.—Every paper in London of Saturday last published this item: "Chauncey M. Depew and Ralph Temple, two American cyclists, arrived yesterday."

A. B. Barkman has a new patented driving gear to his Victor Safety which is said to be remarkably easy-running. The Overman Wheel Company will use this new device in all '89 safeties.

The paragraph about the two girls who donned knickerbockers (alleged), mounted ordinaries (surmised), and rode on Bedford Avenue one dark night, is being copied all over the Union.

Many cyclists think that mud guards on safeties are made too long. When getting down off a curb they always strike, and often snap off. They are generally made longer than is necessary.

L. G. Spier, a cyclist of Colona, Cal., has fallen heir to \$500,000. The local paper devotes an editorial paragraph to it. Had Mr. Spier been found drowned a two-line local would have covered the case.

Henry E. Ducker's suit against the Buffalo International Fair Association for \$1,114.15, salary claimed for running the bicycle meet, was dismissed on Friday last by the jury on the ground of no cause for action.

The Philadelphia Press, republishing our description of the Pen-Mar excursion, remarks on "the extremely full description of THE WHEEL." THE WHEEL did not get full at Hagerstown. We leave it to "Jack."

The Eagle is slowly but surely making a good name for itself. The Eagle Bicycle Co. publishes in our advertising pages a record of a century run over poor roads, which speaks well of the Eagle's qualities.

The Pennsylvania Bicycle Club will probably arrange their visit to the Hudson County Wheelmen for next autumn, and the Century propose a trip to the Kings County Wheelmen, of Brooklyn, N. Y., at the same time.

SILVER-PLATED AND AN AIR CUSHION.

Just think of this dilettanteism! M. de Baroncelli rides a silver-plated ordinary, with an air cushion on the saddle. "He rides erratic," says Tam O'Shanter, but "he's all right."

On Saturday evening last, W. T. Robertson rode from Hyattsville, Md. to Washington, five miles, in 10m. 2s. Returning, he covered the distance in 10m. 30s. His mount was an Eagle, and his time is record between the two cities.

Mr. Beasley should leave no stone unturned to jail the mounted park policeman who literally jumped on him. The road-hog is bad, but this brute, who is paid to stamp out brutality, should be sent behind the prison bars to twirl his thumbs and moralize.

Referring to the Cottage City Meet, the Boston Herald publishes this note: "As twenty-five ladies are expected to be present, a contest for the fair sex will probably be one of the events." We hope not; if the sex is fair keep it so. The reporter of the Herald must be romancing.

ONE-MILE NOVICE'S SCRATCH RACE, OPEN.

At the Adelpia A. C. club games, to be held July 27, at the Manhattan A. C. grounds, Eighty-sixth Street and Eighth Avenue, New York City. Fee, 50 cents; entries close July 20 with T. P. Conneff, 347 West Forty-first Street, city.

The case of Mr. Beasley vs. the mounted Park policeman, who ran him down, was to have been heard this morning at the meeting of the Brooklyn Park Commissioners. After the Commissioners pass on the question, the case will be carried to the court. The case is in charge of Michael Furst.

Charley Sheehan, the indefatigable Secretary of the Manhattan Club, has advanced the suggestion that the '92 League Meet should be held in New York, when the International Exposition will be held here. It is looking a bit ahead, but it is a great scheme. We should get 5,000 wheelmen here.

On account of some of the objections made by several riders, the Springfield Bicycle Club have decided to have two events—a 50-mile race, open to all local riders, and a 50-mile race, open to all. The races will come off on September 13, over the Springfield-Hartford course. The entrance fee to the races is \$5.

Good old A. J. Wilson, "Faed," clever writer, great on the road and great always, because though born deaf, he knows more than many two-eared, four-eyed men, caught the Elwell tourists on their arrival in Queenstown, and shadowed them until they left old England. Good old "Faed," we say.

To all men who cultivate adipose tissue, greeting: We are backing Mr. Henry Hall, of Highland Mills, New York, against any man over two hundred pounds for a race on the road, distance from one to fifty miles. Mr. Hall is 218 pounds, and rides a Victor safety geared up nobody knows how high.

Mr. J. D. Patterson, Captain of the Port Huron Bicycle Club, and several members, ride from Port Huron, Mich., to Buffalo, New York, via Woodstock, Bradford, Hamilton, St. Catharines and Niagara Falls, taking in the meet at St. Catharines. They report the roads (mostly gravel) in very fine condition all the way.

Brown-Sequard, the eminent French physician and hygienist, says that he has discovered the secret not only of immortal youth, but of rejuvenation. We have read, per cable, that the doctor extracts this wonderful fluid from the carcass of a "yaller dorg," but we believe it will finally come out that the doctor has taken up cycling.

The following advertisement appeared in the Belfast News Letter: "Bicycle wanted by town missionary, for holidays; will some Christian of means offer one, and oblige?—Matt. vii. 7." The verse quoted by the "town missionary" says: "Ask and it shall be given you; seek and ye shall find; knock and it shall be opened."

RHODE ISLAND NOMINATIONS.

For Chief Consul, Charles S. Davol, of Warren; for Vice-Consul, George L. Cooke, of Providence; for Secretary-Treasurer, Nelson S. Gibbs, of Providence; for first representative, C. W. Greene, of Warren; for second representative, George C. Newell, of Pawtucket.

Our editorial statement in last week's WHEEL, that in our opinion Windle should have been suspended and not expelled, was no reflection on the ruling of the Racing Board, as they are obliged by the rule to expel. But we differ with the rules, and claim that it should be optional with the Board whether a man who accepts expenses should be expelled or suspended.

Tam O'Shanter is enthusiastic over French roads, which are smooth and with no heavy grades. The Parisian idea of entertainment is explosive and photographic at the same time. The Frenchman blew horns, fired off pistols and had photographomania every ten minutes. They also fed the cyclists on lemonade and then charged them thirty cents per glass.

U. G. Edinger, of Kingston N. Y., rides a Warwick Perfection Safety, and has this to say of it: "I have thoroughly tested the Warwick Safety, and am convinced that it is the best wheel on the market to-day. My wife learned to mount and ride it in three days, and is the first lady bicycle rider in this city. For path-riding, hill-climbing, speed, etc., it has no equal."

The 10,000 metre (6 miles, 380 yards) bicycle championship of Bohemia was decided at Prague on June 29. Warfel Kohout, of Prague, won in 20m. 10s. The tricycle championship, 5,000 metre (3 miles, 100 yards) was run on the following day, and was won by Arthur Keamer, Leipzig; time, 10m. 32-25s. The international mile bicycle race was won by Warfel Kohout, of Prague; time, 2m. 55-3-ss.

"Now, then, all together, where's the Deacon?" That is the favorite chorus of the Harlem Wheelmen, of which club the Deacon is a member. When the "Deke" goes about castle-building on that hands-off safety of his, the boys bring him back to earth with a lusty call. The Deacon also has an unhappy faculty of losing himself, and the general outcry generally results in his sudden appearance.

Mr. George K. Tapley, Treasurer of the Warwick Cycle Co., was in New York on Thursday. The company has its men working day and night, and the wheels are now being turned out in good quantity. Slight imperfections of the first wheels manufactured, and which must always be expected, have now been overcome, and the Warwicks are now giving satisfaction. The company will put in new machinery in the fall and increase its factory room.

Since his introduction into the office of Chief Consul, L. A. W., for Pennsylvania, J. J. Van Nort, of Scranton, has shown himself a pushing and energetic official, and worthy of a continuance of the honor conferred upon him by President Luscomb. Mr. Van Nort, through the columns of the League organ, issues a stirring appeal to members of the Pennsylvania Division to take an additional interest in official affairs, and adds that the long delayed Road Book will appear shortly.

What a funny scene that must have been at the dinner given the American tourists in Paris. M. de Baroncelli spoke a welcome in French, which was translated and responded by one of the Americans. Then Elwell replied, and his speech had to be done over for the benefit of the Frenchmen. We are sure the Frenchmen had a cigar-store image, deadly, fixed grin while Elwell spoke, and that the Americans screwed up their features in mute appreciation of the Frenchman's "bong mots."

One of the quiet fellows who is known on every race track in the country, and is always at many State and all the national meets, is Joseph Goodman, of Hartford, publisher of many of the official score cards. Goodman is ruddy-complexioned, strong face and is a good rider. He has a habit of not worrying, has been known to imbibe to the point of jollity but never beyond the border of respectability, has tact, judgment, and therefore makes friends. Good, old Goodman, as the English say.

A trip to Maine has been planned by members of the New Bedford Bicycle Club. They will start for Portland July 20, and on the 21st to Prout's Neck, escorted by the Portland Wheel Club. On the 22d Old Orchard Beach, Saco and Biddeford will be visited. On the 23d the wheelmen will visit Deering and the islands in Casco Bay. On the 24th Poland Springs, Lewiston and Auburn will be visited, and on the 25th Gardiner, Augusta and Hallowell. The club will pay a visit to Onset to-day.

The most enjoyable ride we have ever taken was a stroll through the Park on Monday and Tuesday, starting at 12 Monday and ending at 2 A. M. on Tuesday. The thermometer had fallen to 65, and the night was clear and the air crisp. The moon threw leafy shadows on the white road with startling distinctness. The heavens were planet-laden and the greater stars seemed to beam with great intensity on the sleeping world. The morning star, which we have not seen for years, came up a magnificent globe of old gold.

The Referee ungenerously refers to two grammatical errors in our League Meet report, and causes a wrong impression among its readers. Our "fist" is not quite so clear as "type-writer" stuff; the copy was "tackled" on Friday morning, and the paper was mailed on Saturday night, leaving no time for the care and attention usually bestowed on the typography of the paper. We scored the greatest "beat" ever credited to a cycling journal, and we are well satisfied even if the compositors set "have rose" for "have risen."

SCOTCH ROAD RECORDS LOWERED.

The 50-mile Scotch road tricycle record was again lowered June 24, both A. Hutton and J. Steel beating M. Bruce's previous record by over two minutes. Hutton covered the distance in 3h. 30m. 10s. Steel being 120 yards behindhand, and finishing eighteen seconds slower. The first twenty-five miles took only 1h. 31m., and their chances then looked good for breaking the record, but an east wind that shortly after sprang up spoiled that. The road was in good condition, but the head-wind on the way back was keenly felt.

BICYCLE THIEF CAUGHT.

At ten o'clock last Saturday morning, Henry Gabel, a Buffalo cyclist, who has an office in the German Insurance Building, left his bicycle standing outside of the German Bank. It rested there only a short time when Claud Snyder came along. Claud says he is a laborer, but the police say he is simply a loafer. Snyder grabbed the bicycle, and, as he couldn't ride it, he rolled it down Main Street. Gabel missed the wheel a short time later, and reported the matter at once to the police. Snyder had got as far as Seneca Street when Specials Kief and Jordan observed him. They arrested him and locked him up on a charge of grand larceny.—Buffalo News.

AN OLD-TIME SPORTING MATCH.

The road from New York to Yonkers is very likely to be the scene of one of the most extraordinary contests ever known in the history of the sport. Mr. Heydecker, New York Club, and Mr. Thayer, Citizens' Club, are the high contending parties. Both have gone into strict training, and the match will be ridden when both are thoroughly wound up. Heydecker is in the hands of de Goicouria, who will act as his mentor, and until the day of the race he will not be permitted to make even a cigarette without the permission of his trainer, or to eat anything but raw beet mixed with sand, washed down by concentrated essence of Pilsner. It will be a great day. No news has been received from Thayer's training quarters up to the time of going to press, but he is reported as being hard as nails and moving in good form. The New York man is compelled, by the articles of agreement, to ride without the aid of a "lamp," and it is further stipulated that the race will be declared off if neither of the men finish the fifteen miles within eight hours.

New York State Division L.A.W.

OFFICIAL ORGAN.



OFFICERS FOR 1889.

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

NEW YORK STATE DIVISION—CONSULS AND HOTELS.

LIST No. 5.

PLACE.	CONSUL	HOTEL.
Averill Park	.....	Sand Lake Hotel.
Corning	..... F. C. Williams	.....
East Syracuse	..... F. A. Marshall	Baggs' Hotel.
Slingerlands Station	.....	Home Lawn.
Syracuse	.....	The Leland.

Mr. I. B. Knickerbocker has resigned as Local Consul for Cortland.

Mr. Fred. B. Corey has resigned as Local Consul for Homer.

W. S. BULL, Chief Consul.

STATE CHAMPIONSHIPS LOCATED.

To the Members of the New York State Division:

The half-mile New York State Division Bicycle Championship has been awarded to the Lockport wheelmen, to be contested for at their race meet August 15.

The two-mile New York State Division Bicycle Championship has been awarded to the Albany wheelmen, to be contested for at their September tournament.

W. S. BULL, Chief Consul.

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 Representative, Second District, comprising Kings, Queens and Suffolk Counties:

CARL C. ALDEN,	-	Brooklyn.
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For Representative, Third District, comprising Columbia, Greene, Rensselaer, Albany, Saratoga, Schoharie, Washington, Warren, Hamilton, Essex, Franklin, Clinton, Schenectady, Montgomery and Fulton Counties:

HENRY GALLIEN,	-	Albany.
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For Representative, Fourth District, comprising Wayne, Oswego, Cayuga, Jefferson, St. Lawrence, Lewis, Herkimer, Oneida, Madison, Onondago, Seneca, Yates, Ontario, Steuben and Schuyler Counties:

CHARLES W. WOOD,	-	Syracuse.
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For Representatives, Fifth District, comprising Chemung, 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, Cattaraugus, 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.

INDEPENDENT TICKET—FIRST DISTRICT.

J. C. GULICK, Citizens' B. C.,	-	New York.
W. H. DE GRAAF, Harlem Wheelmen,	-	do
J. L. MILLER, Riverside Wheelmen,	-	do
F. P. PRIAL, New York B. C.,	-	do
J. A. CLAIRMONT, Manhattan B. C.,	-	do

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.....
 Name.....
 Address.....

N. B. Votes must be signed and returned to the Secretary-Treasurer on or before August 15, 1889. Address George M. Nisbett, 146 West End Avenue.

CYCLISTS' UNION OF LONG ISLAND.

SEMI-ANNUAL REPORT OF THE TREASURER.

1888.	1889.
Dec. 17. To Balance from E. K. Austin, Treasurer.....\$107 75	Feb. 2. By Printing, \$4 50
Dec. 17. To Entertainment, 12 25	Mar. 4. " Postage, 4 72
1889.	Apr. 8. " Members tickets, 8 50
July 6. To Renewals, 95 00	" 23. " Printing, 7 00
" " New members, 50 00	Mar. 11. " Typ e-writing, 1 00
" " Subscription, 1 00	May 16. " Printing, 2 50
	" 27. " Postage, 1 63
	June 12. " " Building of wooden bridge, 3 00
	July 1. By Balance, \$229 70
	\$266 00

July 1. To Balance..\$229 70

In addition to the above, we have liabilities to the amount of about \$25 for road improvements, the bills for which have not yet been rendered.

(Signed) W. J. FINN, Treasurer.

Brooklyn, July 1, 1889.

THE LEAGUE MEET PHOTOGRAPH.

A copy of this artistic souvenir faces us as we write, and contemplation of it revives many pleasant memories. The size is one of the largest obtainable by any lens the negative being $1\frac{1}{2}$ by $2\frac{1}{2}$ inches, and when mounted on cardboard the picture is $2\frac{1}{2}$ by 28 inches. Appropriately framed, it will be an ornament to any club-room or private residence.

An excellent light was obtained by grouping the subjects under the grand stand, and but one small spot, a little to left of the centre, shows too strong a light. At the extreme right, as one faces the picture, and just where it was so difficult to get the cyclists to take positions, the focus is seen to have been the best.

Hagerstown boys, who are nearly all grouped there, have full benefit of this fact, and many pleasantly-remembered faces are plainly visible. Back of them are the Centaurs; to their left the Chesapeake; while New York and Maryland, as befits such warm friends, and the home Division, take a central position. Chief Consul Mott has deserted his flock and stands among the Hagerstown boys. "Deacon" Raisbeck, Doctor Dillingham and veteran Morrow are among the best likenesses noted, though were we to enumerate all the good points a supplement to this paper would be necessary.

Baltimore, Harrisburg and the K. C. W. are also conspicuous by their banners and a large and good-looking representation. The ladies are given good positions, and their likenesses only serve to add value to the picture as a souvenir. The foreground is full of picturesquely-grouped cycles of all styles and sizes, not forgetting the trike that bore the brass cannon, near which pensively leans young Wilhelm, with his tiny star not far off.

It is a pity that colors cannot be photographed in their original hues, for then this picture would be fairly tropical with many-hued badges. But space forbids further mention. You will all want it, so send your little dollar seventy-five to W. B. King, Hagerstown, Md. Be sure to order shipment by express. We assure you it's so natural that when from mere force of habit we asked, "W-t-d-t-e-b-d-p-y?" a murmur seemed to come from all the familiar features, and dimly, as in a dream, we heard the words "ANNIE LAURIE."

MASSACHUSETTS DIVISION, L. A. W.,
PREPARING FOR THE AUGUST MEET.

The Board of Officers of the Massachusetts Division, L. A. W., met at the Clarendon Hotel Saturday evening. The committee on rights and privileges were instructed to report to the Chief Consul in regard to the apportionment of representatives to the several districts, and it was voted to print 500 copies of the constitution and by-laws.

The committee on arranging a map reported it inexpedient. The uniform committee presented samples of cloth. The committee on programme for the annual meet at Cottage City, which is to occur early in August, announced the following events: Leaving Boston on August 7, the business meeting of the Division will take place on the 8th, at 10 A. M. A baseball match will be the event of the afternoon, and in the evening an illumination and parade. On August 9, an excursion to Gay Head will be followed by a ball in the evening, and on the 10th, the last day, there will be a parade in the morning, and the afternoon will be given over to races.—*Boston Sunday Globe.*

S. G. Whittaker has been doing good work around New York for the Gormully & Jeffery Company. He has visited all the New York and Brooklyn clubs, and has been cordially received by the boys. On Saturday last he rode to Roslyn with the Long Island Wheelmen, and astonished the men by the pace he got out of a Rambler.

FIXTURES.

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 5, 1889.—At Interstate Fair Grounds, Trenton, N. J.: 2-mile Bicycle Handicap and 2-mile Bicycle New Jersey State Championship. Entries close July 20th, with W. V. Blake, 146 Monmouth Street, Trenton, N. J. Entry fee, 50 cents.

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.

September 7, 1889.—A. A. U. Games at Brooklyn A. A. grounds; 1-mile Handicap. Entries close September 1, with James E. Sullivan, 73 Park Row, New York City. Fee, 50 cents.

September 7, 1889.—One-mile Bicycle A. A. U. Championship at Brooklyn Athletic Association Grounds. Entries close September 1 with J. E. Sullivan, 73 Park Row, New York City.

September 13, 1889.—At Springfield, 50-mile Road Race open to local riders only, and 50-mile Road Race, open Entry fee, \$5, returnable to first, second and third men. Entries close September 1.

September 20, 1889.—Michigan Division L. A. W. Meet at Ypsilanti, Mich.

September 21, 1889.—Michigan Division Meet races at Detroit, Mich.

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; Magdeburg, September 8. Denmark.—Copenhagen International Meeting, August 18.

ON THE ENGLISH PATH.

A race meet was held at Nor h Shields on June 26, 27 and 28. The $\frac{1}{2}$ -mile youths' handicap was won by A. E. Revelly in the remarkable time of 1m. 10 4-5s. A youth named Harris was at scratch. He tried all he knew how, but the time was a little fast. Half-mile bicycle handicap—J. C. Robson, 10 yards, 1m. 16 1-5s. Jack Lee, won the 5-mile professional championship in 17m. 12 4-5s, doing the last "fifth" at a 2m. 23s pace.

The 5-mile safety championship of the North produced grand sport. The fastest heat was won by Isaac Caruthers; time, 14m. 49 2-5s; and the final was won by W. C. Thompson; time, 14m. 59 4-5s. Jack Lee, 15 yards, won the $\frac{1}{2}$ -mile handicap bicycle race in the splendid time of 1m. 15 4-5s.

The mile amateur handicap was won in the splendid time of 2m. 34s. by J. Johnstone, 145 yards.

Allard recently won the 25-mile professional bicycle championship, beating Robb, Howell and Lee. The time at ten miles was 30m. 52s; at twenty, 1h. 4m. 15s., and at twenty-five, 1h. 20m. 42s.

THE CATFORD CLUB'S 50-MILE ROAD HANDICAP.

This event, held June 29, attracted forty-six entries, with thirty starters. The course will be remeasured, as the fast times throw doubt on the correctness of the measurements. Of the first twelve men home nine rode safeties. K. E. Edge, 26 minutes start, won. His net time was 3h. 12m. 12s. The fastest net time was made by C. A. Smith, safety, viz., 2b. 59m. 59s. E. Dangerfield, safety, rode in 3h. 0m. 50s.; W. G. James' time was 3h. 5m. 58s. Smith rode the first thirty-five miles in 2h. 10m. 30s. net.

Ives will compete in the Fall tournaments.

J. K. Starley & Co. have opened an agency in Paris.

George M. Hendee will compete on a safety at the Hartford tournament.

The White Cycle Co. have issued a new catalogue with a catchily worded cover, compiled by "Jack."

A. S. Hill, of the Coventry Machinists' Co., was in town on Tuesday, leaving Wednesday for Philadelphia.

A good opportunity for novices is offered at the Adelphi A. C. games. Entries close July 22, with T. P. Conneff, 347 West Forty-first Street, New York City.

Mile handicap to be decided at Queens track, July 20. Waters, scratch; Quattroppo, 15 yards; Boyce, 50 yards; Kissam, 60 yards; Doughty, 100 yards; Stoutenburgh, 100 yards; and Kimber, 125 yards.

A 3-mile bicycle race will be contested at the games of the Young Men's Christian Association on September 14 at the Mott Haven grounds. Entries close September 7 with G. Pool, 150th Street and Harlem River.

A three-mile bicycle handicap will be decided at the Y. M. C. A. games, to be held September 14, at Mott Haven, New York City. Fee, 50 cents; close September 7 with George Pool, 150th Street and Harlem River.