

THE WHEEL

—AND—

CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates.

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

Newsdealers may order through AM. NEWS Co.

All copy should be received by Monday.

Telegraphic news received till Wednesday noon.

Advertising rates on Application.

F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444,

New York.

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

I want to thank you for the great standard taken by THE WHEEL. It is the best cycling paper I have seen on this side of the Atlantic.—Mr. W. J. RICHARDSON, Berlin & Jones Envelope Co., N. Y.

THE *Bicycling World* having discovered, without any aid from us, that our effort to shield "Jack" from the imputation of improper motives was sincere, will come out man-fashion and do the right thing. We cannot but be pleased at this, because there are some men, not readers of the WHEEL, who might believe us guilty of the hypocrisy charged by the *Bicycling World*. We have before been accused of insincerity and have invariably believed our accusers hypocrites, for the dissembler cuts every one's character according to his cloth. It is impossible for him to conceive a disinterested motive or credit a disinterested action. In this case, however, we do not conceive the *Bicycling World* to be hypocritical. Its editor simply made the mistake of rushing into print with a baseless charge and further committed the absurdity of being unable to distinguish between our friends and his correspondents. The "white dove" will please flap its wings.

ECHOES OF THE HAGERSTOWN MEET.

MY DEAR MR. PRIAL—You may say for the Maryland Division, in reply to the editorial of the *Bi World*: Yes, the "Marylanders" are "pleased" with the editorial in THE WHEEL of July 19, concerning the Tenth Annual Meet. The editorial of THE WHEEL is fair and truthful, and that is just what Maryland wants. It don't want any facts suppressed, nor anything glossed over, and it certainly will not tamely submit to be lied about, and any public print indulging in the latter and not afterward frankly retracting, and making a full and complete apology, will find in due time that Maryland can defend itself, and make its traducers feel it, too. The words in THE WHEEL editorial "that Southern hospitality" is most expressed by the flowing "bowl," were used on the statement of an informant (the editorial reads), but that informant, while no doubt meaning well, is mistaken. In the words quoted, for "most," substitute "sometimes," and the exact state of the case will be given. However, that is a small matter, and Maryland is perfectly satisfied that THE WHEEL, while confining itself to the truth, is the true friend of the wheelman, and not an enemy cloaked in an "official" garb. THE WHEEL is dependent on a paid circulation for its life, and therefore must be truthful and contain meritorious matter in order to succeed. It would be much to the advantage of the L. A. W. if it had an "official organ" that was bound by the same ironclad rule, instead of being forced upon the membership whether members will it or not. To charge the Tenth Annual Meet with being a "bacchanalian orgie" of three days, and "mourning for the tender feelings of the ladies present" as the *Bi World* did; and to "doubt very much the value of the compliment in mentioning them (the ladies) as visitors to the League meet of 1889," is a brutal insult to the ladies and to their escorts, whether husbands, brothers or fathers. To then,

after all, publish their names, as did the *Bi World*, is adding an injury to insult that appears to be too nice a point and too fine a distinction for the refined (?) people of the *Bi World* (good honest old souls), to comprehend. And yet these whining hypocrites prate about distinguishing between gentlemen and hoodlums. Yes, with all these blunted perceptions, they claim to be critics on refinement. With most of the ladies but a few hours distance from home, the *Bi World* charges them (in effect), with remaining from choice, at a three days' "bacchanalian orgie," and charges their husbands, brothers and fathers with permitting them to remain to witness the debauching scenes pertaining to a "bacchanalian orgie," and to hear the coarse, obscene and brutal conversation which is always understood to be a concomitant. These people claim to be refined, and yet publish such charges against the gentle sex without sufficient proof, or even evidence to justify them in publishing an ordinary political campaign yarn. And yet they set themselves up as critics on refinement, as judges in the supreme court of gentility. They even have no proof or even evidence of a "bacchanalian orgie" of three days, and Maryland defies them to produce in public the names of the people they say they rely upon for this evidence, and true evidence (not garbled) itself. The Maryland Division already knows the names, and the evidence on which they (the *Bi World* people) rely, and it is a fact that it is not evidence of the charges they publish, nor was it intended as such. Some gentlemen merely told the story of the meet, giving a true and fair account, and Maryland would not be unwilling to have it published just as it was told. But the *Bi World* distorts, misconstrues, misrepresents—and, yes, actually lies, for what purpose is unknown, and when called to account by the President of the League and the Executive Committee, refuses to retract and apologize, and assumes to believe the account true. Does it so believe? Does it believe that Mr. Mott, Mr. Clark, Mr. Hayden, Mr. Harvey, Mr. Taylor, Mr. Slee, Mr. Martin, Mr. Emmerson, Mr. Strahn, Mr. DeGraaf, Mr. Raisbeck, Mr. Mentzel, Mr. Burkholm, Mr. Smith and many others, retained their wives, daughters and sisters at "a bacchanalian orgie" for "three days"? Does it believe the ladies remained at "a bacchanalian orgie" for "three days" of their own free will, or otherwise? There was no "bacchanalian orgie" at Hagerstown. There were no inebriates there among the cyclists. The wheelmen drank moderately for the occasion, as gentlemen usually do drink on such occasions. Even the vintages indulged in were unusually innocent, consisting in great part of claret punch—but, of course, there were some beverages, tho' in greatly less quantities, of the nectar that cheers. But there was no more of it, if as much, than at Boston or New York, at any similar gathering. There was the noise of fire works, club songs, club calls, and general merriment, and that was anticipated and provided for, and nearly every one expressed themselves as having had a good time, notwithstanding the disabbling weather.

Baltimore, July 31, 1889.

MARYLAND.

THE BICYCLE NUISANCE AND PERIL.

LET THE NERVES AND LIMBS OF THE PEOPLE BE PROTECTED.

"Our ancient rights," says the Springfield *Republican*, "have been in suspension quite long enough." The particular ancient right which the *Republican* now calls upon the people of Springfield to assert and defend is that of not being ridden down by bicyclists, who, it seems, in the city by the Connecticut have become utterly regardless of people on foot, and any number of narrow escapes and many accidents are the consequence. We have heard of no serious accidents here, but the wheelmen seem to be sometimes less careful of others' rights and safety than they should be. The rights of wheelmen are now pretty well established. Nobody disputes their claim to the use of the highways, but when that use implies special dangers the public are entitled to demand special precautions. A more liberal use of the gong or whistle in much frequented thoroughfares is one. In the evening and in shaded parts of city streets, as well as at all cross-walks, it is especially necessary. As to the danger of collision, it is trying to the nerves of some people to have one of these swift and noiseless riders rush by in the darkness without warning, and when the shrill sound of whistle or bell comes, as it sometimes does, just as the rider, until then unobserved, is passing, the sudden and sharp assault upon the organs of both sight and hearing is even more disagreeable and confusing to the pedestrian. The *Republican's* suggestion is not amiss: "The least that should be asked is that the riders be compelled to toot their whistles vigorously before passing the cross-walks."—*Worcester Spy*.

Exactly so. And when the nurse girl halts her baby-carriage while you pass, when the timid old lady, the gruff old gentleman, or the aggressive tough stands on the curb until you pass the cross-walk, always say "Thank you." If you do you have made a friend of the sport.

THE NEW YORK STATE DIVISION HANDBOOK.

The handbook just issued by Chief Consul Bull cannot fail to increase the Division's membership, as 6,000 of them have been issued, and many will, no doubt, fall into the hands of cyclists who were not aware of the League's existence.

The book is a seventy-six page pamphlet, pocket size. It contains a preface by Chief Consul Bull explaining the advantages of League membership, the L. A. W. constitution, list of officers of the L. A. W. N. Y. State Division on constitution and by-laws, lists of N. Y. State officers, Consuls and League hotels, an article on touring, by Fred. J. Shepard, Buffalo B. C.; "Remedies to be Used in Cycling Accidents," by Dr. L. A. Bull, of Buffalo; "Practical Hints on Temporary Repairs," by E. N. Bowen; "The Law of Cycling," by Isaac B. Potter, and an article on "Roads Improvement."

The trade made the publication of the book possible, and are to be thanked for their liberality. It is their way of helping the sport. The firms represented in the book are: Pope Mfg Co. Overman Wheel Co., Clark Cycle Co., Geo. R. Bidwell, A. G. Spalding & Bros., Browning, King & Co., William Halpin & Co., Erie Knitting Co., Merwin, Hulbert & Co. and the Coventry Machinists' Co., Limited.

WESTCHESTER COUNTY WHEELMEN.

A meeting of cyclists interested in forming a club in Westchester was held July 15 at the residence of Eugene Valentine, of Locust Avenue. The meeting was called to order by H. F. Fuller.

The club was formally organized with fourteen charter members. Its officers are:

President, H. F. Fuller; Vice-President, Frederick Jenkins; Secretary and Treasurer, E. H. Sturges; Captain, Eugene Valentine; First Lieutenant, H. C. Perley; Color Bearer, S. D. Hoyt; Surgeon, N. P. Tyler, M. D., and Member of the Executive Committee at large, Frank R. Taylor, Mount Vernon. The other members are: C. K. Alley, S. C. Abramson, W. Depierris, B. C. Fuller, Oscar Le Count and Howard Safford.

No bicycle club ever organized in this country had so many "old timers" as the Westchester County Wheelmen. Mr. Fuller was an old member of the Chicago Bicycle Club, and was on the '84 Big Four tour. Mr. Jenkins is one of the oldest riders in the country, has organized clubs, founded the old WHEEL, was Secretary of the League, and has had his share of honor. "Gene" Valentine is the old K. C. W. man, member of the N. Y. A. C. one-time racing man and now on the N. Y. A. C. rowing "eight." Dr. Tyler was an old member of the New Haven B. C., and was Official Handicapper of the League. C. K. Alley was a member of the Buffalo Club, and is at present a member of the "Cits." Mr. Alley has been Secretary-Treasurer of the N. Y. State Division. The club has adopted a dark blue uniform. Its headquarters will be at the "Castle Inn," New Rochelle.

THE TRUE ELIXIR OF LIFE.

But there is an elixir of life which, while it will not give man earthly immortality, nor produce the magical results dreamed of by De Soto, will yet measurably renew the youth, improve the health and prolong the life of man. That elixir of life is simply a rigorous and intelligent observance of the laws of health. The secret is known to all. There is no mystery about it. It is not concocted by elaborate and expensive means from rare and costly ingredients. There is no patent upon it. The true elixir of life is simply fresh air, sunlight, exercise and temperance. This is the combination that constitutes the precious elixir. Temperance, mind you, in all things; not in drinking alone, but in eating, in devotion to business, in work of any kind, in the use of tobacco, in your emotions, your passions, in everything. Abandon all those furious consumers of your nervous and physical energies for a single month, and get out into the air and sunshine, with plenty of exercise, and you won't know yourself when the month elapses.

This is the true elixir of life. It is easy and pleasant to take. Nature offers the ingredients, already mixed in perfection, in lavish abundance, free for everybody's use. Do not waste your time in the vain search of some mysterious decoction or compound that will magically repair the abused and dilapidated old system, restore the health and renew one's youth, because you will not find it, and old age, disease and death will surprise you in the search. Look at and seize upon the elixir that is under your nose, that is all around you, that nature proffers with both hands.—*Trenton State Gazette*.

DECIDEDLY INTERESTING.

Here are some statistics which cyclists may use to good purpose. They may be fired at the non-cyclist who ought to be a cyclist or they may be waved defiantly at road-hogs, at the person who "thinks it very dangerous," at Park Commissioners, stupid Aldermen and fat-witted backwoods legislators:

ACCIDENTAL DEATHS IN NEW YORK, 1888.

Tobogganing	1
Falls of heavy bodies	46
Railways	13
Kick of horses	6
Horse-cars	8
Drowning	173
Hatchways and elevator shafts	31
Runaway wagons	2
Fell from carts and wagons	2
Careless use of kerosene	17
Suffocated by illuminating gas	14
Poisoned by opium	12
Poisoned by gas	18
Killed by wagons in the street	55
Runaway horse-cars	14
Miscellaneous	2

Grand total..... 1,258

Of the 1,258 people who met death accidentally, two were engaging in sport, one tobogganing and one roller-skating. It would seem that thirty-one fell through hatchways and elevator shafts, so that the cyclist is really safer on the road than when going about his business down-town. No one objects to the fire being lit, yet careless use of kerosene wafted seventeen souls aloft, and illuminating gas caused the death of thirty-two people. This agent in taking life is only surpassed by the danger of railways, which killed sixty-five people, by heavy bodies which fell upon and killed forty-six people, and by vehicles in the street which killed sixty-four. No one describes the horse as a dangerous animal, though six people died from the kick of the four-legged beasts; in fact, people will call him domestic and gentle, and characterize a wheel as a dangerous thing. One would scarcely think of considering a horse-car as dangerous, yet twenty-two people have met death through them. On the whole, a man is never safer than when on his wheel.

Tact is a superior kind of common sense, a peculiar hereditary instinct, which may be cultivated up to the point of clairvoyance, almost, in very fine natures. In woman it is called intuition; in man, perceptiveness. It enables one to do the right thing at the right time, securing admiration, confidence and success, and prevents one from doing the wrong thing at any time, avoiding condemnation, distrust and failure.—Referred to *Bicycling World* for meditation.

THE ELWELL TOURISTS IN GERMANY AND SWITZERLAND.

Three weeks from to-day the Elwell touring party will be a thing of the past, and its members scattered to the four winds, some to go north to Sweden and Norway, some to go south to Italy and Rome, some back to London and Paris, and some to answer the demands of business and start for home instantly. Already there is much moaning and groaning among its members, as they count the hours to elapse before that swiftly-approaching day, and not a man but what says: "Oh, won't I miss the gang after we break up!" And they will. Aside from the natural ties which bind all wheelmen together, being so far from home, in the midst of strange scenes, strange customs and strange languages, has created a fellowship the breaking of which will be severely felt by all. London will not be the same London nor Paris the same Paris when the good-natured, sun-browned faces of our three companions of the wheel are no longer to be seen about the hotel and at the places of interest, and the homeward trip across the water will contain for us but little of the everlasting jollity and continual laughter which marked our outward voyage. It is also much to be feared that the exceptional weather which we then enjoyed will be reversed. It would be trespassing on the good nature of the Clerk of the Weather to request a continuance of such a quantity of sunshine and blue sky as we have enjoyed since leaving Paddyland. It is raining to-day (July 15) for the first time since we left Oxford, England, June 11, an uninterrupted stretch of over a month of atmospheric pie. Add to this that we have been traveling on the finest roads in the world, amidst the grandest scenery and the most magnificent examples of architecture, art and amusement, and who can gainsay that our trip has been a most complete success from beginning to end?

THROUGH THE JURA MOUNTAINS—A NINE-MILE COAST.

On the day following that on which I last wrote you we finished our trip through the Juras, and rode into Geneva at noon. The last nine miles of the mountain were covered without touching a foot to the pedals—a steady downward coast. It was a severe trial on the brakes, and more than once the odor of red-hot rubber compelled us to dismount and allow the break and tire to cool.

It was here that "Rosey" came to the fore. You miss a treat if you don't know "Rosey." His slightly bald head is as full of original ideas as a mule is full of wickedness. "Life is too short to dismount every three minutes," said he to himself, coming down the mountain side, and, getting off beside a heap of brushwood, he attached about half of it to the step of his machine with a three-foot string. With this impediment trailing along on the ground behind him he came down without touching the brake, a cloud of dust following him like Banquo's ghost. "Ought to have seen the natives stare," said Rosey. "Guess they thought the mountain was afire."

THE BEAUTIFUL VALLEY.

The view of the valley between the Juras and Swiss Alps, with Lake Léman, Geneva and a hundred roads and rivers stretched out, map-like, four thousand feet below us, will never be forgotten by any of the party. Unmindful of the rays of old Sol, we sat and gazed until our eyes ached, and, seized with inspiration, our perpetual scribes brought out book and pencil and went to work.

The romance was knocked out of it all, an hour later, by a set-to with the Swiss custom-house officers, whom we imagined ourselves safely past. Riding along within three miles of Geneva, we suddenly beheld an officer with up-raised finger in the middle of the road. We dismounted with very bad grace, and made the startling discovery that none of the officials knew a word of English, and of the four of us who happened to be together, no one knew a word of French! After much palaver and gesticulation we were forced to go down into our pockets for twenty francs, duty on our bicycles, which is refunded when we leave Switzerland and go into Germany. Our temper was not bettered by finding, on arriving in Geneva, that quite a number of the boys had escaped scot-free. Some of them had heard shouting behind them, and, not knowing the cause, had "done a little sprint," and escaped. Others were entirely unmolested, and the unfortunates were loud in their condemnation of the inconsistency of the Swiss Government.

At Geneva we put up at the Hotel de la Poste—the hundred and fortieth of that name at which we have stopped since leaving Paris. In Ireland the hotels were all the "Three Castles," in England the "Golden Lion," or "Queen's Arms," and in France and Switzerland the "Hotel de la Poste." The attractions at Geneva are the scenery and the prices of watches. The former is free and the latter the next thing to it. Six or seven dollars buys a very good timekeeper, and twenty-five dollars will put the town clock in your pocket. The town is a regular stamping-ground for rich English and American tourists, and the shopkeepers have a very convenient sliding scale of prices. The minute that an American with a striped shirt and enormous diamond stud enters, the prices fly up to the top notch with the rapidity of forked lightning. Aside from this little eccentricity on the part of the tradesmen, Geneva is a delightful place to do shopping. Everything you see is just what you want, and you want everything you see.

During our two days' stay there the boys were obliged to leave their pocket-books with the hotel proprietor. 'Twas here, also, that we sighted the first pretty girls—Americans, by the way. Since then we have found quite a number, but basing our conclusions on the entire trip, we are more than ever convinced that America is preëminently the land of pretty girls—and noisy boys. The Swiss costume is very fetching, but as far as can be ascertained is limited to the table girls in high-priced Alpine hotels.

A TRIP ON LAKE GENEVA.

On Wednesday, the 10th, we took the steamer from Geneva to Chillon. The two places are situated at either end of Lake Léman (or Lake Geneva), and the sail is a wonderful one. On one side the Juras and on the other the huge Alps, and, as a noble *piece de resistance*, Mt. Blanc towers up grim and white in the background. The lake is some fifty-four miles in length, and ample time was afforded for writing letters. Dating letters from out-of-the-way places has become quite a fad amongst the party, starting, I believe, from seeing it done at the top of the Eiffel Tower. For my own part, I am ashamed to confess that my attention was in part wooed from the grand scenery by the fascinating pages of Stockton, whose "Lady of the Aroostook" fell into my hands at Geneva, the first book other

than Badacker or Cook that I have looked into since leaving America.

The inspection of the old Chateau, or Castle, of Chillon, where the Duke of Savoy's arrangements for carrying on murder by the wholesale are yet to be seen, was full of interest. In the underground prison, made famous by Byron's poem "The Prisoner of Chillon," can be seen the excavation in the solid rock floor worn by the feet of Bonnard, who was chained for seven years to one post. We also saw, in their own chirography, the autographs of George Sand, Eugene Sue, Lord Byron, Alex. Dumas, Victor Hugo and other noted characters. On the way from Chillon to Aigle, where we spend the night, we pass through Villeneuve, where W. D. Howells passed an entire winter, although what could have attracted him there is hard to say.

ONE RODE UP THE ALPS.

Leaving Aigle, we start to climb the Alps in good earnest. We rode up the Juras, but I assure you we *walked* the Alps. One exception must be made to that "we," however. Bob White, of Quincy, proved himself the hill-climber par excellence of the party, by riding the entire distance of twenty-two miles, that hot and dusty Thursday, while everybody else walked. Twenty-two miles is not exactly what would be called a hard day's work under ordinary circumstances, but when you are going up the mountains it is an entirely different matter. During the morning we walked up fast enough to get all tired out, and accomplished the wonderful average of two miles an hour. We dined at Canballay, which, the hotel proprietor informed us thirty times an hour, is "5,000 feet above the level of the sea." His prices for everything were correspondingly high, and in addition to charging five francs for a two-franc dinner, he extorted a half franc each from those who washed their faces and hands!! We had no scruples about expectorating on his parlor carpet after that!

A MORNING IN FRANCE; AN AFTERNOON IN GERMANY.

From this point we gradually descended to Thun, where we arrived Friday noon, passing, on the way, from the French district of Switzerland into the German district as if by magic. We had a French morning and a German afternoon. Thun is an old place, with but little of interest to see. It is in the centre of the wood-carving and Swiss beer district, and very good work is done in both lines. The temptation to spend a lot of money in the beautifully carved articles of all descriptions is very great, and the range of prices for the same article simply wonderful! The road from Thun to Interlaken is called the best stretch of highway in Switzerland. It certainly is a very interesting ride. The road is built on the edge of the Thuner See, at the top of which is Thun and at the bottom Interlaken. The road takes you through tunnel after tunnel, hewn out of the solid cliffs, by cascades of water of indescribable beauty, and affords at all times a splendid view of the body of water which it skirts, and the noble Jungfrau, the principal mountain of the range of Swiss Alps. Like Mt. Blanc, it wears the year around a snowy cap of white.

Interlaken, "the Paris of Switzerland," was reached at 5 o'clock. It is just what its nick-name implies, a gay little place built of hotels and cafés, and full to the brim with tourists. It lives for and by tourists alone. As its real name implies, it is situated just between the two lakes, in a very convenient situation, and is surrounded on all sides by magnificent scenery. Our hotel, the Jungfrau—one of the best—is an enormous pile, facing the mountain of that name and surrounded by a tropical garden. It is crowded with guests of all nationalities, who seem to regard the party as a troupe of wild Indians. We left our baggage here, and on Saturday morning rode to Lauterbrunnen, with the intention of walking from there to Mürren, a little place half-way up the Jungfrau, where we were to spend Sunday, returning to Interlaken on Monday. At Lauterbrunnen we saw the famous falls, the Staubbach, and Trümmelbach, the latter being a truly wonderful example of nature's forces. After dinner we invested in alpenstocks marked with "Lauterbrunnen," and started upwards. They told us it was "three hours up." They have an odd way of reckoning distance by the hour, instead of kilometers, as heretofore, calling three miles and a half an hour's journey on the ordinary roads.

Did you ever climb a mountain? If not, you don't know what an elegant chance to lose your breath, patience and temper you have missed. We clambered and climbed, enjoying the grand scenery at first, but as we neared Mürren our appetites began to occupy our minds to the exclusion of everything else. To add to our sorrows a heavy mountain shower sprang up, or rather down, and we were obliged to seek the seclusion of a deserted saw-mill. It rained and hailed for all the world like a Kansas blizzard.

When this was over we soon reached Mürren and from there we looked about, and for half an hour forgot our aching backs and tired legs. Up above the snow-line we were looking down upon the clouds, and around us on every side could be seen the peaks of the Vetterhorn, the Schilthorn, the Matterhorn and forty other horns and sticks. No one regretted the arduous climb; no one could regret it. We retired with our heads full of ideas of a glorious Sabbath, but "man proposes," etc.

Sunday morning broke cloudy and rainy, and continued so all day. The coming week we visit the Brunig Pass, ascend the Rigi, visit Lucerne, Zug, Zurich, and run in to Germany, spending next Sunday at Friburg.

TAM O'SHANTER.

MURPHY ACCEPTS VAN WAGONER'S CHALLENGE.

BROOKLYN, N. Y., July 29, 1889.

MR. WM. VAN WAGONER, Newport, R. I.

Dear Sir—Replying to your challenge to me, published in the L. A. W. Bulletin of July 26, I desire to say that, individually, I never remember having made the remarks which you credit me with in your challenge. I am not in the habit of doing my racing either by word of mouth or upon paper, and therefore accept your challenge without hesitation. I will race you twenty-five miles over the Irvington-Milburn course at any time you see fit. As to the prize, I am not in the gun business, nor have I any particular use for one; however, if you prefer to race for a gun I will race you for one, or for a \$50 medal, or I will race you just for the fun of it. I desire to make the following change in the terms of your challenge: I will not restrict myself or you to any weight of wheel; either man may ride a wheel of any weight he chooses. As to the date, I should prefer to race on September 7, or later, as my time is occupied until then.

Very truly, W. F. MURPHY, K. C. W.

ELECTRIC LAND AND MARINE CARRIAGE INVENTED BY A WOMAN.

A combination electric land and marine carriage is the invention of Mrs. Angie Truax, who, with her husband, resides in "Intercarden," Saratoga.

Mrs. Truax is about 35 years old, of medium height, and an exceedingly bright and pleasant spoken woman. She is of New York birth, and traveled extensively in her theatrical profession previous to her retirement from the stage a few years ago. It was from a love of travel that she conceived the idea of her invention, which resembles a two-seated side-bar Surrey wagon, with top, and of about the same length and truck. The wheels are like those of a bicycle, but heavier. The steering apparatus is placed in front, and connects with the front axle by a gearing segment. The propelling power is connected with and turns the hind axle by a system of gears.

The electric motor in this invention is the important feature, and it is with the greatest pride that the inventor speaks of it. It is placed in the centre and on the bottom of the carriage, and takes up but little room. It has a "vibrating" armature instead of a rotary; and this is where the little woman inventor looks for the greatest results in her electric motor, claiming that more power can be obtained than from any other form of rotary motor, and that the horse power can be increased without the necessity of constructing a larger motor, by simply using more battery. With an eight-volt battery a constant current can be kept up for three hours, and this, too, at a test speed of fifteen miles an hour. A dry primary battery is to be used.

Underneath the carriage are air-tight metal tubes, cigar-shaped, of suitable size to buoy up the carriage and its load while crossing deep streams, and to the spokes of the hind wheels are ingeniously secured little brass paddles to propel the carriage through the water, and so nicely arranged that they are in no way liable to injury, nor do they interfere with road travel.

The carriage has many novel features, such as electric lights, tent, an electric stove for cooking and heating, and is altogether a wonderful affair. A speed of fifteen miles an hour is now easily obtained, and the fair inventor is confident of being able to increase it to thirty.

NEW STEEL PROCESS.

The Redemann-Tilford steel process is understood to consist of a bath with glycerine as the basis. This bath changes the whole structure of the metal submitted to it, and increases its ductile and tensile strength far beyond any record that has yet been established by either private or governmental test.

When it is stated that the very finest and strongest grade of steel, much better than any now in use, can be made by this process at little more than the cost of crude Bessemer steel, the value of the discovery may be understood. Thus far, in making experiments, every character of tool and steel goods has been worked with, and the process has been successfully used upon all.—*Manufacturers' Record*.

ABOUT HALF HOLIDAYS.

"Five days to labor, one day for recreation, one day for God," is an ancient Scottish maxim. The modern business world is hardly ready to accept the full measure of this saying, but it began long ago to split the difference, until to-day the greater part of business stands still from about Saturday noon until Monday morning, and the professional, business and working man or woman enjoys a week-day half holiday. That the privilege of weekly opportunity for recreation, with family or friend, during at least a quarter of the year, is of benefit to every man or woman, has passed from a question to an axiom; and trade, in losing a few hours, gains the strengthened vigorous work of its workers, who, after relaxation, are able to give more and better results. With this end in view, the Pope Mfg. Co., of Boston, Mass., has published a beautifully colored lithograph of unique and artistic design, suitable to display in door, window, office or elevator, announcing the hours of closing for Saturdays and also for other days. By an arrangement of stickers any hour can be posted. These cards are sent free upon receipt of stamp. Address: Typewriter Department, Pope Mfg. Co., 77 Franklin Street, Boston, Mass.

One of the features of the Drive on Sunday last was "little Tommy Miller," son of Mr. Thomas Miller, New York Club. Tommy is a six-and-a-half-year old blonde, and rides his little "safe" like a "vet," not discounting even at "Corkscrew" Hill. All the ladies look at him with open-eyed astonishment, and as for children, they half die with envy as the cute little fellow rides by.

A NEW BOY'S BICYCLE.

Messrs. H. A. Lozier & Co., of Cleveland, are selling a boy's safety called "The Superior" to the trade. The wheel can be ridden by boys of from eight to fifteen years of age. The wheels are twenty-four inches, with three-quarter rubber tires, best steel spokes, enlarged at both ends. The bearings are cone, of new style, and claimed to be very effective. The frame is well bound. The wheel is enameled, small parts finished. Price, \$40.

NEW ORLEANS.

The Louisiana Division, L. A. W., held its annual meeting on Tuesday evening last (July 23), at the office of the Chief Consul. Chief Consul Harry H. Hodgson presided, with Secretary-Treasurer Fairfax at his post. Some twenty odd members were present.

Messrs. Frederic and O'Reardon were appointed a committee on credentials, and admitted all the proxies presented.

Chief Consul Hodgson made his annual report. He stated that 1887 was the banner year, the Division having seventy-two members. In 1888 the membership fell off to fifty-seven. This year the list shows sixty-eight members, with three applications, and 1889 is therefore expected to break the record. He urged the members to use their efforts to secure new members, and detailed his own recent experiences in attending the League meeting at Hagerstown, to show that it meant something to be a member of the organization.

He touched on the fat condition of the Division treasury, and likewise on the fall tournament, mentioning incidentally, that as a result of his visit to Hagerstown, the extreme probability of the attendance of the Berkeley team, A. C. and W. D. Banker, and J. W. Schoerer, and of Messrs. A. B. Rich, W. I. Wilhelm and V. L. Emerson.

Continuing, Mr. Hodgson remarked that he had about abandoned all idea of holding a League meet in this city, but that he had broached the subject to quite a number on his recent visit North, and felt that the annual election and meeting of the Board of Officers in February would in all likelihood be held here about carnival time, and that he would expect the wheelmen of the city to cut the proper caper in such an event.

In conclusion the Chief Consul said: "I desire to have a large run some time during the coming month, and will appoint a committee to arrange for a run some time early in August, to which all wheelmen in the city will be invited, and to start from an appointed place and run to West End. This will infuse new life into our Division, and will give us something to think about."

The Secretary-Treasurer's report was next read and approved, and showed a balance of \$125.27, more than ever before.

The committee on the proposed summer encampment was *non est*, and it is evident that such an event is for the great dim future to deal with. It isn't wanted just now.

The Racing Board, through Mr. E. A. Shields, reported verbally. The September meet was the main topic, although, by way of side show, Mr. Shields pleasantly and very effectively stuck a pin into the balloon set adrift by the presiding officer—"that the Board had positively refused to listen to suggestions." The Chief Consul explained and the love feast was complete.

Local Consul B. C. Rea, in chair, declared the election of officers in order. A vote of thanks was first tendered to the retiring officers.

Chief Consul H. H. Hodgson was nominated for re-election, and the choice was made with enthusiastic unanimity.

Messrs. J. C. O'Reardon and J. W. Dodge were nominated for Secretary-Treasurer, but the former declined and seconded the nomination of Dodge, which then went through by acclamation.

Messrs. Shields and Renaud were appointed a committee to install the newly elected officers, and did so becomingly, Hodgson's bread-basket cutting a prominent part as he daintily leaned on the arms of his escorting "lightweights."

In accordance with the Chief Consul's suggestion for a League run, Messrs. Shields, Renaud, Frederic and Rea were appointed a committee to arrange the preliminaries, and on motion of A. M. Hill, the "run" was voted a monthly fixture.

The meeting then adjourned for a visit to the League caterer, where most of the boys made merry over a keg of mineral water, and Hodgson told 'em what the band played, and it is not to be wondered that Hodgson and his stomach proved more than a match for J. Purvis and his "pewter cup," "when last they met in Maryland."

B1.

BROOKLYN NEWS.

It is an accomplished fact that we are to have the annual meet of the New York State Division of the L. A. W. held in New York and Brooklyn. A most comprehensive programme has been drawn up by the committee in charge, and numerous side entertainments, runs, etc., are to be indulged in by the different New York and Brooklyn clubs and their individual members. The regular programme includes runs to Yonkers and Coney Island, with refreshments at the Bedford Avenue club-houses on the latter run; also a parade in Brooklyn, which will create some competition among the Brooklyn Clubs, as a banner will go to the club turning out the largest number of men. The meeting for the transaction of business will be held at the B. B. C. club-house. In addition to all this, one of the most enjoyable features will be an enormous theatre party at some one of the New York play-houses, where the knights of the wheel will undoubtedly own the house for the time being. Some performance will be selected which is of a light nature, and which admits of the interpolation of plenty of "gags." The committee in charge of the theatre party is headed by W. H. DeGraaf, of New York, assisted by W. C. Marion, K. C. W., and Bert Cole, B. B. C., who were managers of the very successful "Pearl of Pekin" party in Brooklyn last March. It is a most competent committee, and can be relied upon for the best results in that line.

Treasurer Raymond and Lawyer Potter, B. B. C., will spend the principal part of August camping in the Adirondacks, and are preparing to slay unlimited quantities of game and fish. Secretary Cole, of the same club, leaves this week for camp life on the shores of Cayuga Lake. He will take his tandem "bike" with him, with the intention of doing some touring with his sister in Central New York.

A small party of Brooklyn, comprising Fuller, Barkman, Borland, Hibert and Starr, took in the Oranges Sunday, taking dinner at Caldwell, where they received a very good meal. It is a place seldom patronized by wheelmen, and a memorandum of a good quiet dinner at Caldwell may be of service to Brooklyn cyclists, hence this item. They were so fortunate as to entirely escape rain throughout the day, while their club-mates who feared the threatening weather and rode through the Park, etc., got drenched and muddy to the last degree.

Brooklyn, July 30, 1889.

A101.

JERSEY CITY.

"The bicycle men are mad, it is reported, because they can't do as they please. It seems that a little law is to be applied to them—as follows—under general orders: 'To carry a lighted lantern after dark, and when going over crossings to ring a bell; to take the right side of the street, keep off the sidewalks, and when motioned to by drivers of vehicles to dismount.' To this some of the wheelmen object but his is not likely to help the case very much. The bicycle is a jolly thing to ride on, but it has a sneak-along-lively way with it which makes it somewhat of a menace to public comfort and safety, particularly at night, and needs a little law to hold it in check. There is really no grounds for complaint at the above rules. They are reasonable, and simply voice what should be the sentiment of every gentleman who rides the whirling wheel."

The above appeared in a recent issue of the Jersey City Evening Journal. It refers particularly to the Hudson County Wheelmen, and it is, I suppose, quite unnecessary for me to say that the first sentence of the article is founded entirely upon fiction. On the contrary, all the privileges we are now enjoying in this city were secured mainly through our own efforts, and we know only too well the prejudice with which cyclists here are looked upon to jeopardize our own interests in defying the city ordinance.

I know positively that in a number of cases where "unattached" wheelmen have been seen riding their wheels on the sidewalks within the city limits, members of the H. C. W. have spoken to the law-breakers, and told them how they were injuring the interests of wheelmen in general by continuing to disobey the city laws. A second offense has been followed by a request to arrest the offender.

We have shown such a disposition to please the City Fathers and at the same time "hold'ing our own," that we have won the good graces of the Police Department generally.

Only a few weeks ago, at the request of Captain Day, of the H. C. W., the Chief of Police issued instructions to the effect that wheelmen thereafter should be allowed to ride their wheels on the sidewalks of certain streets where there is but very little pedestrian travel, and the roadways are in XXX vile condition (if you know how bad that means).

Gentlemanly conduct on the part of the H. C. W.'s has also won the esteem of our Mayor, who, as you know, recently accepted an honorary membership in the club.

I do not mean to imply by what I have written that all we need is a pair of wings and a harp to make us angels on earth, but I do mean to explode the "truth" of the Journal's statement.

The ticket has been sent to all L. A. W. members in this State announcing the following nominations of officers of New Jersey Division: Chief Consul, Dr. G. Carlton Brown, E. W.; Vice-Consul, Dr. H. A. Benedict, H. C. W.; Secretary-Treasurer, Geo. C. Pennell, E. W.; Representatives, Dr. F. A. Kinch, Jr., Westfield; J. B. Lungner, Newark; G. H. Cain, Trenton; A. T. Dodd, E. Orange; E. F. Burns, Smithville. I do not think there is any doubt of the ticket going through all right "by an overwhelming majority," and judging from the number of "doctors," the N. J. Division should be in a very "healthy" condition next year.

Dr. Benedict has pledged himself if elected to see that we have a road book before the expiration of his term of office. Good.

The Jersey City Board of Works are to try an experiment in the way of repairing streets, by placing a top dressing of soft stone on the stone pavement of City Hall Place, which has been in bad shape for some time. I believe this is the practice in Trenton, N. J., where they have several miles of macadamized roads with a good sound foundation in the way of ordinary stone pavement. Thus do we see that the road makers are gradually waking up to what the wheeling press has been preaching for some time—that in good, hard, smooth roads a general benefit is derived, by less wear and tear on horses and trucks. For a "living example," stand at the corner of Broadway and Chambers street in New York City and watch a team, drawing a heavily loaded truck from the direction of the Bridge, Chambers Street east of Broadway is blessed with asphalt pavement, and the horses pull the heavily laden truck without a great deal of exertion apparently, but the instant they strike the Belgian blocks of Broadway, presto! change!! Fire flies from the horses' iron-clad hoofs, the drivers lose their tempers, and in a number of ways you are impressed with the idea that the weight of a second truck has suddenly been put on the same team; in other words, that the same horses were using twice the amount of strength they were when hauling the truck on the asphalt pavement. Selah!

COASTER.

BRIDGEPORT.

The members of the Bridgeport Wheel Club enjoyed a shore dinner at the "George Hotel," Black Rock, on the 23d. They left the club-rooms about 7 o'clock p. m., intending to have a run through the principal streets of the city, but on account of the mud they went direct to Black Rock. About forty members sat down to the dinner, Mr. Calhoun Latham, President of the club, occupied the head of the table. After the dinner, the boys adjourned to the dancing pavilion, where two local wheelmen gave an interesting riding exhibition. Then dancing was indulged in by the young lady guests of the hotel and the wheelmen, until a very late hour. The boys returned, all voting to go again later in the season.

Considerable indignation is being expressed by the Bridgeport members, Connecticut Division, L. A. W., over the way Hartford has treated them. At the recent meeting of the Connecticut Division, at Bridgeport, on the 8th, three Bridgeport men were put on the ticket, Calhoun Latham, as Chief Consul; C. E. Moore, Vice-Consul, and Fred Atwater, Representative. The Hartford L. A. W. members have substituted a new ticket, leaving the Bridgeport boys out entirely. The Bridgeport boys feel that they have not been treated fairly, but what will be done remains to be seen. Probably a meeting of the L. A. W. members will be called.

The Rambling Wheelmen, at their last meeting, appointed a committee to find suitable rooms in a more central portion of the city. They have now decided to take the rooms over Clark & Nichols, on Main Street. The rooms are to be fitted up in fine style, and the Ramblers say the rooms will be inferior to none in the State. The location is certainly the best that could be desired. The only objection to their old quarters on State Street was that they were too far away.

"PARK CITY."

ST. LOUIS.

"Destroy his fib, his sophistry, in vain.
The creature's at his dirty work again."

The present administration of the Missouri Club has done some queer things in the six months it has had charge, but the latest exploit caps the climax and comes nearer the outrageous than any other of its many high-handed acts. The Secretary has sent out a circular on the subject of the change in dues and the abolition of the active list. Inclosed is a postal-card for a mail vote. Of course a mail vote is entirely unauthorized and illegal, but a little matter like that don't worry these people any. Instead of merely stating the proposition and leaving the members to judge for themselves as to its merits, he presents a long screed in favor of the change, preserving a most careful silence, however, touching the other side of the question. There can be no defense of this misuse of authority and the funds of the club in sending out this one-sided paper. However, the blame should not attach to the Secretary. He never wrote a line of the circular, except possibly the signature. The "fine, Italian hand" of the President can be seen in every line, and for rank sophistry it discounts his previous efforts, which is saying a good deal. If the proposition fails, and it undoubtedly will, it ought to convince the President that he is not in line with the club, that it does not approve of his methods, and that it would only be fair for him to retire as gracefully and quickly as possible from an office which he seems entirely too narrow to fill.

There was a meeting of the stockholders of the Track Association held at the Missouri club-house last night, and it was largely attended. As it seemed impossible to get any action whatever from the board of directors, the stockholders determined to take the matter in their own hands. The officer whose duty it was to convene the board persistently refused to do so, though frequently urged, and it became apparent that one of two things had to be done: the tournament must be abandoned or else the stockholders must take charge of the arrangements. The latter course was adopted.

The date was fixed for Saturday, August 31, and the following committees were appointed, viz: Press: Lucas, Mockler, Ho'm and Brewster. Prizes: Child, Stone and Wilder. Advertising and Tickets: Smith. Programme: Pogue. Superintendent Stone can be depended on to see that the track is in good order and that the ground arrangements are attended to. The monthly dues were fixed at 50 cents for the months of July, August and September, and 25 cents per month thereafter. Previous to the meeting there was a good deal of harsh criticism of the dilatory, not to say obstructive, conduct of the President and his obstinacy in refusing to convene the meeting. A majority of the members were in favor of calling on him for his resignation, and if such a resolution had been offered it would have been carried, but as he was present and seemed inclined to do his duty in the premises, the counsels of the more conservative prevailed and the resolution was not offered. One thing, however, can be depended on: if the executive officers of the Association do not show more zeal and activity in conducting its affairs, they will find themselves replaced by others who will. The members are in earnest now, and they will expect their officers to attend to the duties of their respective offices or else make room for others.

The W. A. A. have withdrawn their proposition to have their bicycle championships run off at our meeting, and the reason they give is the apathy of the wheelmen, but that is not the true reason. With the exception of Geo. Rhodes, the members of the athletic associations do not take kindly to the introduction of cycle racing, and they will not introduce it into their meetings until they are compelled to. Miles, of Chicago, who is one of the officials of the W. A. A., wrote down from Chicago objecting to the giving of prizes for bicycle races, and characterized the spending of money for prizes for bicycle championships as a waste of good money. With all due respect to Miles, who is a thoroughly good fellow, I submit that a remark of that kind comes from him with very bad grace. Nevertheless, I must admit that he is consistent; he certainly did not "waste any good money" on prizes at the last tournament he gave.

The Missouri's run to Collinsville last Sunday was fairly well attended, and was enjoyable notwithstanding the execrable roads. Under the guidance of Mr. Stockett and the Superintendent, the mines of the Consolidated Coal Co. were thoroughly inspected, and as few of the boys had ever been "down in a coal mine" it was an interesting experience. Capt. Hildebrand is doing his best to keep the Missouri Club in the front as a road-riding club, and he deserves more encouragement than he is receiving. He is one of the best riders that the city affords, is patient and amiable, and his runs are generally selected with good taste and with a view to variety. He never permits scorching, and the veriest tenderfoot can always keep in the front rank whenever he has charge of the run. In Lewis and Peckham he has two excellent lieutenants, and they are quite in touch with his views on the subject of club runs. Under these circumstances, the club is sure to keep up its good record on the road, even though it does seem sometimes as if the efforts of its road officers were not fully appreciated. Next month's runs are to Fenton, De Soto, Musick's Ferry, and one more to be chosen later. On Sept. 1 we hope to have some visitors from Chicago, who have promised to come down for the sole purpose of going over the De Soto road. If they come, we will promise them a good time, a safe ride over the road and an experience in the way of cycling which they have never had before. The terrors of this road have been greatly exaggerated. It is true that the hills are something tremendous, but the surface of the road is generally good and the scenery is simply magnificent. When taken as an all-day ride—the distance is forty-six miles—it is one of the pleasantest runs in this vicinity, and once taken is never forgotten.

The Cycle Club went to Ballwin last Sunday. This being the third consecutive run they have taken to this point, people are wondering what the attraction can be that takes this club of hard riders so often on so soft a run. Sanders will have to take his boys in hand or they will get away from him.

THURKILL.

The Hartford Wheel Club has closed a contract by cable with D. J. Canary for an exhibition of fancy riding on each day of the Hartford tournament. For Mr. Canary's appearance, the first in this country for four years, the club is giving the largest price ever paid to a fancy rider for a similar exhibition. Mr. Canary sails for this country August 7.

CHICAGO.

All Chicago—I should say the cycling population of the windy city—seem to have the training fever, and may be found any pleasant Sunday afternoon in large numbers at the Cheltenham track, doing quarters, halves and miles against the watch, though, with the exception of Lumsden, Van Sicklen and perhaps George Thorne, the times made have not as yet caused any hard feeling on the part of the watch.

While resting on top of a twelve-foot fence, over which we have to climb and lug our wheels to get to the track, I took the following census of the sprinters on the track: Lumsden, H. H., Van Sicklen, Fred, Van Sicklen, the big four Thornes (W. C., C. H., George A. and Jimmie), Hosford, Black, and last, but not least, Miss Potter, our new lady flyer, while the grand stand was filled with members of the Chicagos, Kenwoods, Illinois and Lincoln clubs. On pain of instant death, I am prevented from giving you the times made.

From an interview with the dealers and prominent riders, published in yesterday's *Herald*, I see that Charlie Sieg is the only one in the trade who expresses himself in favor of the bell-and-lantern law. Going up Michigan Boulevard, a few evenings since, I met Tom Roe doing his best to live up to the wishes of the city fathers with two automatic, never-silent bells, a hub and head lamp, when, as he passed, I discovered a third red light on the backbone. It is needless to say he got the whole street, as everybody thought the fire department was loose, and drew up to the curb, giving him full swing. Munger, with great respect(?) for the law, immediately put on a 20-inch gong, and on his first trip across town rung it for the benefit of a farmer with a hay wagon. The farmer, thinking the police patrol was after him, stopped short, while Birdie proceeded to dismount among the rear wheels of the wagon. He says the bicycle is at least worth thirty cents, but in future he will depend on his musical voice to clear the way.

I wondered, when I read the article in the *Wheelman's Gazette* on "Illustrated Journalism," if it would be more than a week before somebody jumped on friend Darrow's neck, as, novice though I am, I recognized the original(?) cuts in the same issue, as did Sam Miles, of the *Referee*, who, on behalf of that paper, will, I understand, read the *Wheelman's Gazette* a few lines.

Opinion seems to be divided in St. Louis as to the advisability of Lumsden's challenge to Barnard. Fred Ingalls says he hopes, in case of a race being made, that St. Louis' opinion will at least be worth more than a dollar on Barnard. He still has the one lonely dollar won at St. Louis on the second Lumsden-Stone race, and is patiently waiting for a chance to double or lose his all.

I agree with THE WHEEL in wondering why any space in cycling papers is given to notes from R. Temple-Friedburg. Besides giving the sport a hard blow on the path, he also tried his best to ruin the trade here in Chicago, as he rarely sold a wheel at list price if the customer could be prevailed upon to accept a discount. Of all the contemptible, back-biting bicyclists it has been the writer's pleasure to meet, he certainly took the medal.

Genial, visionary Fred Van Sicklen is with us, at present engaged in reporting sporting events for the *Herald*. I met him this morning with most of his good points considerably damaged, the result of a header taken in a friendly three-mile race with Geo. Thorne at Cheltenham yesterday.

John Bogue, who recently had his wheel stolen, yesterday purchased a new one, and last night at the club-house seemed to be greatly disturbed as to what disposition to make of it over night. He finally decided to leave the front wheel at the club, sleep with the backbone, while Belden (who, by the way, wishes to know if Charlie Sieg has any connection with the Chicago Liar) kindly consented to sit up with the handle-bar. Honestly though, boys, the new wheel is a beauty.

Will some one kindly inform us who the Chicago Club ladies are who, as per the *Referee*, are spending a few weeks in the woods at Benton Harbor. I was not aware that we had any female membership, but if the club is to be run, as at present, solely for the benefit of the upper twelve, I would advise taking them in and letting them contribute their little \$1.50 per month. What are we getting for our one fifty is a question generally asked, but is yet not satisfactorily answered by either board of directors or house committee.

Novice.

TACOMA.

On Sunday last a party of eight or ten rode out to the old and forsaken Woolen Mill to spend the day. Each rider carried his own luncheon, and one of the boys carried ground coffee, sugar, etc. At noon time Chef Prince Wells started a fire and soon had a pot of delicious coffee before the hungry and dry crowd, which, though small in point of numbers, made sad havoc with the contents of the several baskets.

During the afternoon Wells and his satellite, Dexter, ventured forth with fish-lines and "worms" with which to entice the unsophisticated little brook trout. Success seemed to have crowned their efforts, for they landed sixteen "bouncers" in a comparatively short space of time.

While the fishermen were deftly "casting the fly," Pop Cristie and his followers, Brackett and Dougan, disported themselves in a deep pool at one side of the brook, while only a hundred feet from them lay the apparently lifeless forms of Foote and Halsted; and were it not for an occasional snore or grunt that emanated from that direction, serious apprehension would have been felt for their health. And so the day passed—a model "day of rest."

While many clubs take delight in promulgating the fact that "on Sunday last we turned out forty-five members for the run to Squedunkville," nevertheless, I am quite safe in saying that those same members would occasionally like to go off on a quiet little Sunday run with a party of six or ten, and find refuge in some unfrequented spot, there to pass the mid-day hours. Of course, all clubs are anxious to make as large and brilliant a showing as possible, and will always vie with sister organizations to show supremacy, especially in point of numbers. If, however, they fail to make a better appearance in quantity, they will endeavor to do so in quality, and to that end send forth their "scorchers" to do up their adversaries. A good many will say, "This is not so"; but I know better, for "I've been there myself!"

For several days last week Mr. Ed. H. Newmeyer, of the Indianapolis Bicycle and Athletic Club, was a visitor in our city, and his departure was deeply regretted by one

and all. Mr. N. proved himself a staunch friend of cycling, and spoke in unqualified terms of our wheelmen.

Strangers coming to our city, either to locate or to visit, and especially those who are wheelmen, invariably express themselves as greatly surprised by the manner in which the majority of our riders, the "kids" included, handle their bicycles. I suppose it is emulation that spurs them on to try the pedal mount almost before they can ride a "chalk line"; and, as a matter of fact, about 90 per cent of the wheels in Tacoma are without steps, the pedal being used instead. Fully 75 per cent. of the riders can do the "stand still," and also many of the fancy mounts; and what makes this all a source of wonderment is the fact that there was but one bicycle in Tacoma the first part of 1888.

July 24, 1889.

SNOHOMISH.

LANCASTER, PA.

"I chatter, chatter as I flow
To join the rippling river,
For men may come and men may go,
But I go on forever."

An idea paralleled by one who wrote on this very shore:

"The red man has gone forever,
But the stream runs on as before
Over the rocks, and the rushing sound
Is heard from either shore."

* * * * *
"The poor red squaw and the courtly dame
Alike have passed and gone;
But the bold rock stands, and the old Conestoga,
Ever, like time, flows on."

That is sentiment; but if you want the poetry knocked out of you most effectually, just lie on the grassy bank of a stream about sunset on a hot summer day until you feel the midges crawling over your benign countenance and hear the buzzing wings of a few well-developed mosquitoes, and find that they have alighted from the tips of your ears or the back of your neck, and you will feel like doing as we did—reaching for your handle-bars and putting the cranks in motion. We slowly wended our way homeward over the route by which we came, and we crossed by the bridge and we climbed up the hill, at whose foot stand the walls of the ruined old mill. The mill was destroyed by fire years ago, and was never rebuilt. It has since become the property of the city, and was purchased as an experiment intended to relieve the pressure of back-water at the water-works in time of flood by the cutting of the dam at this point. It may be considered a dam poor investment, being useless and yielding no revenue. We expected another squabble at the toll-gate, and had a layout prep red for our antagonist, but did not have to put it into effect, for when we drew near the toll-gate opened as if by magic. The magician was a woman, probably the wife, who may have overheard the previous altercation. The "spunky member" thanked the woman and said to the man, who sat upon the porch: "I'll not report you this time, but don't try that on again." The "chucklehead" stared at us, and did not betray his close relationship to the animal once the property of Mr. Balaam, for he opened not his mouth and spoke never a word. I trust he may never see this, or he might consider it personal and resign, as did another great man quite recently.

Hadjji Hassein Ghooly Khan.
Allah! have pity upon the man—
Fetch the camphor! Get a fan!
Hadjji Hassein Ghooly Khan;
Good-by, Ghooly. Shah! let us have peace.

Safely past the bars and the ogre, we pushed ahead until we reached the suburbs, and then took the near cut to the Philadelphia (Lancaster) Pike, out which we ran to Knapp's Villa, a pretty, secluded spot. The house (with a license) stands in from the road on a lawn filled with trees and shrubbery. Rustic summer houses, benches, etc., are scattered around, where one may sit and sip his ambrosia (?), whatever other name or taste it may assume, or he may puff his fragrant Lancaster County Havana, as may suit his fancy. We sat outside, but we did not sip, neither did we squander of our wealth in the purchase of a fragrant "two-for." Nevertheless, we had our refreshment, and we refreshed until

"We quit, and that from sheer satiety—
Who says we did not have variety?"

As this was a special occasion, an orchestra enlivened the scene, and we sat and listened to the music, under the able leadership and accompaniment of Prof. Haas. We got here in the early twilight, and as the shadows deepened the veranda and grounds were illuminated by numerous Japanese lanterns, and it was a pretty sight. But we had to tear ourselves away, and a pleasant run home by moonlight brought our ride, as it will this letter, to an end.

July 15, 1889.

TENTOONE.

ELIZABETH.

The rainy weather has somewhat hindered the riding, but still the records are coming in quite heavy.

Messrs. McNiece, A. L. Calkins and N. H. White intend to try for the century medals offered by the club some time this week, probably on Friday. They will be paced by Captain Gilbert and Lieutenant Caldwell for the first fifty miles, the second fifty they will ride alone. The cyclistometer readings will be taken at the start and finish by the captain. In order to have the records officially accepted, they will present with their claim certificates from people living on the route, giving time and cyclistometer reading.

Captain Gilbert, Lieutenant Caldwell and Mr. A. L. Calkins made a trip to Coney Island on Saturday last, returning via train late in the evening. Owing to the threatening weather, the crowd at the Island was small, but the boys enjoyed themselves just the same.

The club run cards for August are out, and have been mailed to the different members. If the attendance on club runs continues to increase as it has of late, the officers in charge of that department will have to be congratulated.

Messrs. G. Carleton Brown and A. S. Brown started out the other day for a run to Summit. On the way home Mr. A. S. Brown took a header and broke one of the handle bars on his wheel. He was compelled to ride to Elizabeth (twenty-eight miles) with one hand. Mr. D. B. Bonnett, the club veteran, is rolling up his record rapidly. The grand total now foots up to 16,000 miles.

TANGLEFOOT

K. C. W. NOTES.

Have you seen that picture of Beasley and the "mounted minion of the law" in the *Illustrated News*? It decorates the bulletin board at the club-house, and Lester goes about armed with an S. & W. It will be a day in mid-winter for that artist (?) if by chance he crosses the path of L. W. B. Speaking of Beasley, he is to go into hard training for the Kings County team, and from his past work I should say he will make a good one. For a half mile he is the best man in the club, and his work in the road races proves him a stayer. With good training he will develop speed that will rather bother the best.

I understand that (Walter) is to be entered in free-for-all novice races. With a little more practice on THAT SAFETY he will be a flyer.

For some weeks we have been looking forward to the joint run and sail promised by our Captain, but, alas! the boat is sold, and the pilgrimage to Caharsie will not take place. This was about the last hope for a club run, for they (the club runs) have not been very successful since the hot weather set in.

So "Miles" Murphy is to race Van Wagoner, he of the mile on safety without hands in 2m. 48s. fame. The course to be Irvington-Millburn, and distance anything from twenty-five yards to seventeen hundred miles in thirty days. Whatever the distance, we shall be on hand, and if Miles does not cross the tape first it will not be because our lungs are weak.

That pitcher won at the L. I. W. race meet has yet to be engraved, also the "Alphabetical Association" cup. What has happened the House Committee? Strayed, lost or stolen?

Hesse and Hall are reported as working on the Jersey track every afternoon, but judging from the weather during the past week, they must have taken to boating, and two more lovers of the "silent steed," will soon be talking of nothing but shells, regattas, etc.

Those new cards of Lloyd's are great. It is seldom that Kings County gets left, and when Mr. Lloyd sent round cards with Hesse's record of 2m. 57.35s. on, and the letters N. J. A. C. ONLY, following, the boys of Kings rose up in their might, and the result is that K. C. W. has now such a large place on the new cards, that one has to use glasses to discover the poor offending characters, N. J. A. C., Bah—rah—ah— — — — —, etc.—we are the people.

Well, it is settled. We are to have the "State Meet" in New York and Brooklyn, but the absence of races will cause no little dissatisfaction, and many think the committee made a grave error when the racing events were scratched. If Washington Park track was not to be had, that of the B. A. A. is still at its old stand, and the annual in 1885 was held there. The races were good, and paid State championships should be run at the "Annual Meet." Such events were run at the K. C. W. meet and at Rochester. Local men won, and at the Albany meet to come, it is quite probable the same thing will occur. If races were run where all are attracted, the results might be the same, but it would be very satisfactory to the winner to know that he had met all the acknowledged fast men and had come out the victor.

RAM LAL.

Brooklyn, August 1, 1889.

THE COTTAGE CITY MEET.

The meet of the Rhode Island and Massachusetts Divisions will be held at Cottage City next week (August 8, 9 and 10).

The three days' visit to the charming island city promises great enjoyment to the wheelmen. Martha's Vineyard people are famous for the special hospitality they have for the brotherhood of the wheel. Cottage City is a paradise for the cycles; everybody rides there, and every man who has a League ticket to show will find himself possessed of the freedom of the city. The committee's programme is not an elaborate one, but the three days are laid out with a nucleus of fixtures between and beyond which the individual wheelmen or the parties of them may seek their own amusement—which is to be found at Cottage City without going far. The chief feature of Thursday, the first day, is the illuminated parade in the evening, and, of course, every rider will drop all other considerations that night to swell the parade of lanterns and make it a success. Friday is devoted principally to an excursion, with a run around the Great Circle on return, just to stretch the legs after the sea voyage. The Great Circle is about four miles around, and will take the party to East Chop and the New York landing. Saturday morning there will be a parade of the two Divisions and races in the afternoon. Some time during the three days a baseball game may be sandwiched in, so the programme promises plenty of pleasure and glory for the individual and the Divisions as a whole; but as a matter of fact the trip to Cottage City would be well worth taking if there were no programme at all.

BUFFALO.

The Zigzags have decided to limit their membership to 100. The Buffalos have drawn the line at 150 active members, and the Ramblers talk of making their desired number 175 at the next meeting.

A new wheeling organization, the Y. M. C. A. Bicycle Club, has been formed, thus making ten clubs in the city. Another one also will be given life this week, and several more are projected. With 2,500 riders, there is room for many more to follow.

The Zigzags will have their century run from Erie on August 11. The Ramblers have one booked for some time in September, and the Buffalos will also have one.

The Buffalos have discontinued their Friday night club runs. Is the premier club going backwards?

Zo.

A SELECTED LIST OF PATENTS.

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

L. A. Hill, Philadelphia, Pa.; bicycle.
T. B. Jeffery, Ravenswood, Ill.; velocipede.
J. E. Robinson, Oil City, Pa.; ice velocipede.
All bearing date of July 30, 1889.

PARIS AND ITS EXHIBITION.

TIPS FOR VISITING CYCLISTS.

We would advise taking a machine, as it is to the benefit of the wandering pedal-pusher to ride the best part of the way between London and Paris, which is very enjoyable and scenery beautiful, but we will not detail the towns and villages that may be passed through, and only advise that the "silvery streak" should be crossed by way of Newhaven and Dieppe, if they want to find good roads between London and Newhaven and Dieppe to Paris, and not be bothered with the Custom House.

On arriving at Dieppe the cycle must be passed through the Customs, and it is best to tip one of the porters. Be careful you state you are going to the Exhibition, and that you return with your machine to England. Then see that you get a document, on which should be specified the maker's name, number and other such features, so as to get it easily identified when it is examined on the return journey. The duty will thus be avoided, and you can get on the road without delay; but should the officials oblige you to pay, the tariff is 1 franc 20 centimes the kilo (two pounds weight), which is returned—less cost of stamps, paper and other fees—when *la belle France* is left behind to gain the good old shores of Albion. The roads from Dieppe, by Rouen, to Paris are excellent.

When the capital is reached the first thing is to secure a bedroom in some comfortable hotel, but as every man has his own taste we will only give a few valuable hints as to the "secret" of getting a good *chambre*, allowing the visitors the choice of hotels in whichever neighborhood that pleases best. It is well to keep far and wide from the Exhibition surroundings, and get for preference near Neuilly in the Avenue de la Grand Armée, or away either side of the principal Boulevards from the Madeleine to the Foubourg Montmartre, where excellent hotels are numerous, and nice rooms may be obtained from three to five francs, according to the floors and position. A very reasonable neighborhood is within a few minutes' walk around the Gare St. Lazare, the terminus station of the Western line on arriving by train from Dieppe. Before taking a *chambre* it is highly important to arrange the price per night, with *bougie* (candle) and attendance included, in all hotels, so as to avoid unpleasant surprises in the bills. Only use the bedroom to sleep in, and do not "worry the waiter," otherwise *pourboires* will become a necessity to keep him in good temper, as Frenchmen must not be overworked at the best of times. A very comfortable bedroom should be had for about five francs, everything included, such as candles and attendance; but, of course, "boots are tipped for" when leaving.

Having got fixed up with the sleeping part of the programme, the next important item is the food, and we should advise some restaurant in the above-mentioned neighborhoods, where one can get splendid breakfasts at about 2 francs 50 centimes, and dinners at 3 francs, wine included; attendance extra. This is at *prix fixe* (fixed prices). On the Boulevards the most moderate restaurants are Duval's or the Bouillons Parisiens, and at either establishment there are dozens about the city belonging to the same company—one can eat very well indeed, according to taste, appetite and pocket. In the morning and evening *café au lait* (coffee and milk) or tea may be had at any *café*, in any part and the prices are reasonable and marked plainly on the saucers, so that one and all can easily manage this part of the business.

We now consider our visitor sufficiently well informed on the preliminary, financial and personal necessities, so we will now seek for the "fresh fields and pastures new." Undoubtedly a safety or tricycle will be the cyclist's friend in Paris, as it is difficult, not counting the expense, bother, time and trouble, getting to and from the Exhibition in train or cab. The roads leading to the many entries are more or less good, and there are plenty of places in which to store away the machine, up to 11 P. M., close to the principal gates, and a "tip" or a very small sum is asked for stabling. We now get into the Exhibition, after buying a few tickets, which now cost about fourpence each.

The history and description of the Eiffel Tower, 300 mètres high in the clear blue sky, the Central Dome, Palais des Machines, Rue de Caïre and other such wonders, are more than this humble pen could well scribe, so that visitors must see for themselves—then believe. All we can say is, one must follow the saying relating to Rome, "See the Paris Universal Exhibition of 1889, then die in peace!"—(of course, when the time arrives). We do not believe every evening will be spent at the Exhibition, as the principal sections are closed at 6 o'clock; then there are the gardens and hundreds of peculiar things to pass away hours, days, weeks; but cyclists are good at sight-seeing, generally, so we expect them to get about the Boulevards, and to some of the most magnificent places of amusement under the sun. The Nouveau Cirque is a wonderful place, and a model of a circus. In place of the horrible sawdust, which used to blind the persons in the front row, a splendid coconut mat is laid down, upon which a really first-class performance by the best clowns, horses and other novelties is given; then—as if by magic—the coconut mat is taken up, and the floor descends, and beautiful clear water rises, leaving a lovely swimming bath, in which a comic pantomime is given. The whole building is well lighted with electric light, and so is nicely cooled. The other places should be seen; for instance, the Hippodrome, Folies Bergère, and last, but not least, the Eden Theatre—a really magnificent "palace-sort-of-theatre"—and a building which, with the Opéra, Paris can well be proud of.

Getting across our "steel steeds," a ride up the wood paving of the Champs Elysées, a glance at the Arc de Triomphe may be indulged in one fine morning, then a run down the right-hand side of the Avenue de la Grande Armée (asphalte), where the many cycling depôts are to be seen, and close to the Port Maillot, on the left side, is the celebrated Brasserie de l'Esperance, where Parisian cyclists flock every evening and on all cycling occasions—in fact, it is the wheelmen's rendezvous. A spin through the lovely Bois de Boulogne is a luxury not to be missed under any circumstances, as the roads are splendid, and the green foliage that covers the cool, shady avenues is a delightful change after the "buzz" of fashionable Paris. The lakes and other pieces of water, surrounded by pretty trees of every hue, among which can be found first-class restaurants, where a thoroughly Parisian breakfast can be had, served outside in some shady nook. The pleasures to be had out of a cycle around this wood are better realized than written, so we advise all to see if our words are true by bringing their cycle to Paris or riding same across the roads according to the route we have pointed out. In an

early number we will endeavor to give a detailed account of the machines exhibited by the several manufacturers in the English and French sections of the Exhibition, which we think will prove of general interest, as there are several novelties, especially in the French division.—H. O. Duncan, in *Bicycling News*.

PHILADELPHIA.

The rain last Sunday spoiled what would probably have been the largest club run of the Century Wheelmen this season. Arrangements had been made for the club to go to Willow Grove, and as dinner had to be ordered beforehand, it was necessary that those who intended going should sign a slip, so that the officers would know exactly how many were going by Thursday night. There were thirty-four names down, a pretty good showing for this time of the year, when so many of the boys are out of town, and to make the run all the more interesting, Mr. Chas. Feuerer intended to take a number of large photographs of the party. But, alas! it rained.

Next Sunday a "picnic run and swim" is on the card. The start will be made from the club-house at 8:30 sharp, the destination being "Cans Dam." There being no hotels near, and the distance not being great, each one will take his lunch along and put in a day in the woods picnic fashion, returning by the way of the romantic Wissahickon Drive and Fairmount Park.

The following runs have been called by Captain Spier: for August 4th, Cans Dam; 11th, Paoli; 17th (Saturday and Sunday), Point Pleasant, going on Saturday and returning on Sunday; 24th, Willow Grove; 31st, Norristown.

On account of the large outlay of money, occasioned by purchasing the new house furnishings, etc., the Century Wheelmen have not offered any prizes whatever for mileage this year, notwithstanding which the boys have already rolled up a goodly amount of miles.

Almost every club in the vicinity boasts a baseball nine. What is the matter with arranging a couple of matches between the several organizations of this city, and the Camden wheelmen could, of course, be included?

W. T. Fleming, having been unable to get a companion for his Western trip, has been spending his summer at Island Heights, N. J.

Rather a lame excuse about the Pennsylvania Road Book, wasn't it? After promising it for two years, in fact it was *always* just ready for the press or binder, we are shoved off with the sickly plea that the map-makers were unable to get the maps out in time. Fine management that. Mr. Geo. Gossler, of the Centurions, who has just returned from a tour down the Shenandoah Valley, has kindly made the club a present of a number of specimens from Weyers Cave in Virginia.

A 10-mile handicap road race, for members of the Century Wheelmen, is on the tapis, and I would venture that there will be several surprise parties present. The hardest task would be the handicapping, there being a number of members who are excellent riders, and no one knows what they could do until hard pushed in just such a race.

"ARGUS."

"LOVE WILL SHOW THE WAY."

"Whither thou goest I will go and thy sports shall be my sports and thy muscles my muscles," is the disarming proposal of the modern young woman to her cavalier and, willy-nilly, he takes her with him on the bicycle as well as the three-wheeler. Before joining him in the park or on the road she takes a few lessons in private in the halls which are beginning to be opened for that purpose. She submits to the indignity of a strap about her waist and to having her machine guided by an attentive but statuesque masculine person. She disburses \$5 for five half-hour lessons, and then usually she goes back and pays \$5 for five lessons more. She cannot learn as easily as a child, who has an instinctive notion of balancing, and she pays her teacher a higher rate than he charges a man, to sugar which pill he assures her that women learn more rapidly than their brothers, because they are more docile and painstaking. When she has caught the secret of the motion she takes a spin in the park some bright afternoon, and on Sunday her cavalier, instead of inviting her to a buggy ride on the Riverside Drive or along the Boulevard to Coney Island, mounts her on the tandem two-wheeler in front of him and the novelty of bicycling adds to the pleasure. The bicycle and tricycle will shortly be the summer afternoon vehicles for love-making.

Bertha von Hillern, the pedestrian, took a bicycle to Virginia with her, but prefers walking. Mrs. Josephine Redding, the editor of two well-known art periodicals, attributes to the bicycle her recovery from overwork and nervous prostration. Mrs. Florence Finch-Kelly, the lately risen novelist, is another of the Central Park devotees of the wheel.—*Mail and Express*.

NEW YORK STATE MEET.

NEW YORK AND BROOKLYN, SEPTEMBER 13 AND 14.

The General Committee met at the Grand Union Hotel, last Thursday night, and adopted as printed in last week's *WHEEL*.

Messrs. W. H. DeGraaf and Bert Cole have been appointed to arrange the theatre party. Mr. C. A. Sheehan has been appointed Chairman of the Programme Committee, and Mr. George Bidwell, Chairman of the Transportation Committee.

The Committee will hold a second meeting this evening, at the Grand Union Hotel.

PROGRAMME COTTAGE CITY MEET, AUGUST 8, 9, 10.

MASSACHUSETTS AND RHODE ISLAND DIVISIONS.

Official programme of the annual meet of the Massachusetts and Rhode Island Divisions L. A. W., Cottage City, August 8, 9, 10, 1889.

AUGUST 8.

10 A. M. Business meeting of Massachusetts Division, Town Hall.

3 P. M. Fancy riding by W. W. Windle. Courtesy of Lincoln Holland, Esq., of Worcester.

8 P. M. Illuminated parade. Committee, C. S. Howard and W. W. Stall. Lanterns can be purchased of dealers at Cottage City.

AUGUST 9.

Excursion to Nantucket, giving members a chance to view this quaint old town.

4 P. M. Run around circle to East Chop and N. Y. landing.

AUGUST 10.

10 A. M. Parade. Committee, W. H. Emery and C. S. Davol.

2 P. M. Races, Committee, C. S. Davol, W. G. Kendall, A. Bassett. Open to any L. A. W. member. Course, twice around circle, 15-16 or a mile, except one half-mile and boys' velocipede races, which will be but once around circle. 1, one-mile ordinary; 2, one-mile safety; 3, one-half-mile ordinary; 4, boys' velocipede race, for boys under 12 years of age; 5, one-mile ordinary, open to Massachusetts and Rhode Island members only, for championship of meet.

Entries must be made to C. S. Davol, Hotel Naumkeag, to close August 8. Entrance fee, 50 cents. No entrance fee for boys' race.

HOTEL RATES.

Special rates will be given L. A. W. members as follows: Sea View House, \$2.50 per day. Pawnee, \$2.00 per day. Hotel Naumkeag, \$2.00 per day. Island House, \$2.00 per day. Members should engage their rooms as early as possible, communicating direct with hotel.

TRANSPORTATION.

Old Colony Railroad express trains leave Boston 9 A. M., 1:00, 4:05 P. M. (via Wood's Holl), week days; 8:15 A. M. (via Wood's Holl) Sundays; connecting with steamers Martha's Vineyard, River Queen, Nantucket or Island Home, and due at Cottage City at 12:30, 4:00 and 7:15 P. M. week days and 12:20 P. M. Sundays. Returning, leave Cottage City 6:15, 9:30 A. M., 3:00 P. M. (via Wood's Holl) 1 P. M. (via New Bedford) week days; 4:45 P. M. (via Wood's Holl) Sundays, due at Boston 9:50 A. M., 1:10, 5:40 and 7:50 P. M. week days; 8:30 P. M. Sundays.

Trains leave Fitchburg 9:00 A. M., 12:15 P. M.; leave Lowell at 7:40 A. M., 12:45 P. M.

South Framingham 10:30 A. M., 1:55 P. M.; Walpole 7:10, 11:03 A. M., and 2:23 P. M.

Members from central and western part of the State can connect with Old Colony Railroad at Fitchburg and South Framingham.

Special rates of fare allowed *only* on presentation of League tickets by members.

Boston to Cottage City and return \$2.50.

Lowell to Cottage City and return \$2.50.

Fitchburg to Cottage City and return \$2.50.

South Framingham to Cottage City and return \$2.50.

Walpole to Cottage City and return \$2.30.

Attleboro to Cottage City and return \$2.00.

Bicycles will be transported free during the meet.

Tricycles will be taken only on the trains leaving Boston at 4:05 P. M. August 7, and Cottage City at 6:15 A. M. August 12. Those intending to send bicycles or tricycles on the 4:05 P. M. train August 7 will notify Chief Consul W. H. Emery, 109 Warwick Street, Boston, at earliest moment possible.

From Providence, a special car will transport bicycles and tricycles on 2 P. M. train August 7. Bicycles will also be carried free on Warren and Bristol Division to and from Providence to connect with the meet. Fare, Providence to Cottage City and return, \$2.50.

The general party will leave Boston (Kneeland Street Station) at 4:05 P. M. and Providence at 2 P. M. August 7.

STAMFORD.

AFTER THE BRITISH AT ROUND HILL.

A delegation of Stamford cyclers, with sketch and note books, went after the enemy in the vicinity of Glenville and Round Hill on Tuesday, who they had heard were about to attack the Continental soldiers. Our reporter was uncertain whether they were acting under orders from General Putnam or from Editor Trial, of *THE WHEEL*, the leading cycling paper, of New York. The delegation was made up of President Mabie, of the L. I. W., Brooklyn, "Stamson" and Mr. Thos. Cumming, of Stamford.

The scribe of the repelling force promises *WHEEL* readers some account of their adventures with the red-coats and Indians (?), with sketches of wayside scenery in that unfrequented-by-cyclers region of Connecticut and York State.

There is an excellent road system in and about Tivoli, N. Y.

The Binghamton Club will hold a race meet September 10 and 11. The track is a half-mile, of clay. Twelve events will be run each day.

D—Any first-class safety will do. The spring fork safeties have many advantages and thousands of riders will use no other. You will have to experiment a bit before you are thoroughly satisfied or as satisfied as a cyclist can be; for satisfaction is a matter of fancy, and fancy like fortune is a tickle jade.

The Harlem Wheelmen will be consolidated with the Citizens' Club within a few days. The Citizens are conducting the matter in the quiet business like way in which they do everything, and it is impossible to obtain many admissions, but that negotiations have been held looking towards the consolidation is a fact.

A PHYSICIAN'S OPINION REGARDING CYCLING.

PARTICULARLY ADAPTED TO LADIES.

A Harvard graduate, Dr. Edward G. Bogman, '76, thus speaks of cycling:

The first claim of cycling is that it can be enjoyed by all constitutions, ages and by both sexes; by the weak and strong, "grind" and athlete; by the fleshy and thin, "class infant" and "class giant;" by the old and young, professor and student: by both sexes, the fair daughter of Vassar and the son of "fair Harvard."

Cycling, with the caution of moderation, is healthful. The question of perineal pressure has passed with the growth in the perfection of the saddle. The question of the heart is answered by moderation. "Scorching" on the wheel, as surely as excessive pedestrianism, base running, fast rowing, or prolonged tennis playing, will produce irritability and over action of this organ. Cycling in moderation is one of the best forms of exercise by which to overcome this too common result of excessive exercise in youth.

One of the best claims of cycling as a sport is the constant change of scene and variety of adventure which it furnishes. Not limited to a prepared field or lawn, it carries its votary along the boulevards and turnpikes, from village street to country road, mid field and wood, over hill and dale, skirting pond and river, varied by the cautious riding in city streets, by a brush with a companion or trotter on the macadam, by a lazy run along the patch made shady by forest arches, by an exciting coast down some steep hill, by the cheering salutation of some passing wheelman, the quaint remarks of some farmer jogging on his way, or by the bright jibes of some street gamin.

Probably no sport is more fascinating than cycling. It would be hard to find a person who has followed it in moderation to whom this fascination has not increased with each succeeding year.

Cycling does not limit the follower to its pursuits alone, but may be combined with other sports and even turned to practical ends. While enjoyed as a recreation, it can at the same time be used as a means of transportation. The larger number of students in a college live within a radius of a score or two of miles. A large number of these return to their homes at least once a week. No better means of transportation and exercise combined can a student have at the close of his week's work than the afternoon ride home and the return ride to college. The student, collecting and arranging his thoughts for some intended essay or oration, will find them to come more readily and clearly while riding along some quiet road than in the closeness of his study.

It seems like stating an axiom to say that cycling is an economical sport. The first cost of a wheel may seem large, but when one considers the fineness of its finish, the warranty of strength and wear, the perfection of its running, the results seem greater than its cost. The repairs upon a wheel of reliable make are practically nothing.

In conclusion, let it be understood that all that has been stated above applies as fully to the fair student of the "Annex" as to the stronger undergraduate.—*Boston Herald*.

Trenton handicap, to be run August 5: Hife, 20; N. J. Hall, 30; Brown, 25; Bowman, 30; Shinn, 125; Lamb, 35; A. Rogers, 125; C. Rogers, 125; Sutherly, 100; Southgate, 125; Finlay, 60; Ash, 125; Clarke, 30; Zimmerman, 25.

NOT KILLMER'S FAULT.

EDITOR OF THE WHEEL:

Your article in a late number of THE WHEEL in regard to the smash on the track at Hagerstown, was an uncalled for attack on one whose fault it was not. The boy, Killmer, on the Star, did not cause the smash-up, as any one at that other end of the stand can say. It was this way: Hinds, in passing Killmer, struck his front wheel. Killmer, of course, slacked up to prevent going into Hinds. Clark and Farber being close to Killmer, of course when he slacked they run alongside of him, and as Hinds had knocked his small wheel all out, he could not help the other two going into him. There is no better or careful rider than Killmer is. I have known him for years, and he is the only one I had enough confidence in to loan any racing machine to that is one of my own.

W. J. WILHELM.

[The fault seemed to us to lay with Killmer, but we are glad to publish Mr. Wilhelm's statement. It was no attack, however; simply a caution to ride more carefully that life and wheels may not be endangered. ED.]

TURN THEM OUT, BOYS.

The executive officers of the Missouri Bicycle Club are evidently determined to keep up the excitement in that organization regardless of the consequences. At the last meeting President Andrews gave notice of his intention at the next meeting to offer an amendment to the by-laws fixing the dues of associate and active members at the same figure, \$1.50 per month. This means that the active list is to be wiped out and all members placed on an equal footing so far as the management of the club is concerned.

Turning the club over to the management of the associate members, who do not ride and who take no interest whatever in cycling, may be a good way to secure those objects, but the average cycling member will hardly think so, and unless they are prepared to see the club go out of existence as a cycling club they will be on hand at the next meeting to defeat the proposed measure. The history of the club for the past three and a half years has been one of uninterrupted prosperity, and as there has been no call for any changes in that matter of dues common business policy would seem to dictate that well enough be let alone. The explanation of the move may be found in the recent action of the club on the Sunday question. The proposed amendment is simply a thinly disguised method of reopening that matter, the idea being to put the associates on a voting basis and then get the assistance of enough of them to carry the project through. One cannot help admiring the tenacity of these fellows, though condemning their reprehensible methods. One of the executive officers of the club is reported to have said that he did not propose to let the opposition dictate his policy to him! In plain English, this paragon of executive ability, this would-be oracle, proposes (always supposing that he is correctly reported) to exercise his own sweet will in the management of the club without regard to the wishes of the members. While freely conceding the ability of the present officials to properly conduct the affairs of the club, would it not be better for all concerned if they would confine themselves to enforcing the laws as they find them and not spend so much time defining a "policy"? The club has been kept in a constant state of turmoil for the last four months, the members not knowing in what new spot the "policy" of the officers was going to break out, and a continuation of this state of affairs must result in irreparable injury to the organization.

These facts should be borne in mind: The club was organized as a bicycle club by bicycle riders; its house was built and the lease guaranteed by the cycling members, and, until that lease expires, eighteen months hence, they will retain control of affairs. The dues may be lowered or they may be raised, but the associate members will not be given the power to vote without a hard struggle.—*St. Louis Spectator*.

J. Purvis-Bruce has a delightful sketch of a fishing jaunt in the July 25 number of *Shooting and Fishing*, a Boston paper.

The *Boston Herald* of August 1 publishes a column editorial calling attention to the poor condition of Boston's streets.

We have often stated that racing is not to be made or unmade by legislation, though legislation is conducive to fair and square questions. Racing is in a very healthy condition this year. It is the outcome of the healthy condition of the sport.

RACES AT FLINT, MICH., JULY 20.

One-mile heats.—First heat: Floyd Simpson, 3m. 09½s.; B. Kellerman, second; Bridgman, third. Second heat: Simpson, 3m. 14½s.; Kellerman, second. The prize was the Willet trophy, a fine engraved water pitcher and cup, valued at \$75.

AS OTHERS SEE HER.

THE SWEET GIRL 'CYCLER.

The person who says that a girl does not look perfectly proper, modest and sweet as she glides along on her low-wheeled bicycle, ought to take a hand-glass and look on his back for moss; the chances are that he will find some. A girl can ride a bicycle—those low ones built especially for their use—with just as much propriety and a great deal less danger than she can ride a horse.

The position on a bicycle is more graceful than the one she occupies perched upon a horse, supported by one foot in the stirrup and hanging on by one knee while she tries to sit square with the horse. There is not a moment of the time that a girl is on a horse's back that she is not in danger; the most trusty horse is uncertain, and so is the saddle-girth. The bicycle can always be depended upon. It never kicks or shies sideways, and the saddle-girth never breaks. Propelling it is not as tiresome as walking nor as tedious as sitting still.

There is something delightfully independent and charming about a girl on a bicycle. She guides the machine along with such an air of confidence and self-possession. Her cheeks are red, her eyes shine and her whole appearance is of health and pleasure. You will find no foolish notions about the girl cyclist; she has good common-sense; she is practical, and, withal, as gentle and charming as she can be. One longs to squeeze the plump gloved hand.

It has a good effect on her brothers and gentlemen acquaintances to have her go out riding with them. They are quiet and gentlemanly in her presence; they select the best part of the road for her to ride over; they do not shout back and forth at each other or at boorish drivers who run them off the good road. The rankest road-hog in the country will turn out for the sweet girl 'cyclist and give her the right of way.

The girl who can skillfully guide a bicycle is just the one who will skillfully guide the destinies of a home. She will be able to take an obstreperous youngster by the coat collar and straighten out the little kinks, or bind up the bruised finger or soothe the aching head. Her tender solicitude and loving kindness will make a man's life worth living.

Gentlemen, lift your hats to the sweet girl 'cyclist. The fact that she rides a wheel proves her worthy of your esteem.—*Texas Siftings*.

A number of men started August 1 to roll up mileage for the Adams medals for the highest month's mileage.

Races will be held at Spring Valley September 24, 25, 26 and 27, in connection with a fair. The details of the events will be in the hands of the Hudson County Wheelmen, and will be announced later.

Your editorial on the meet is most excellent and truthful, and I shall endeavor to have all our people subscribe for the paper that is our friend—wise and discreet—but not at the expense of truth.

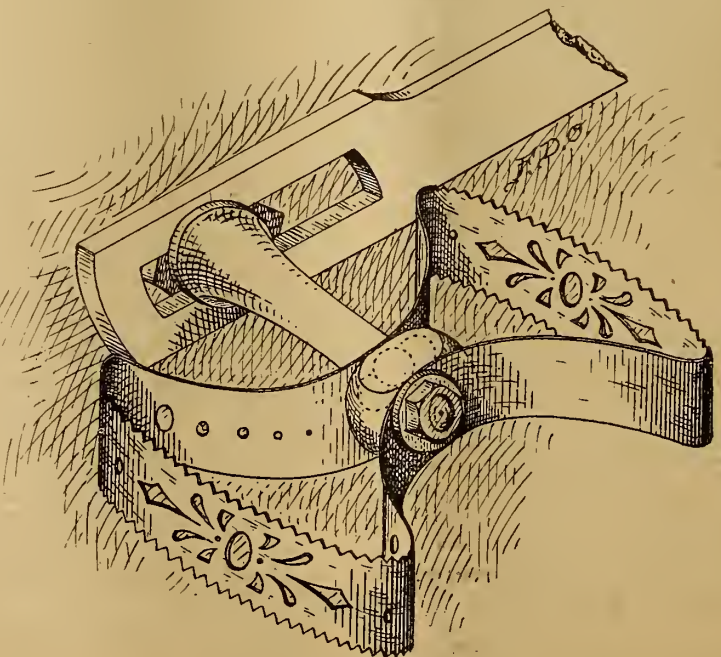
Sincerely yours,

ALBERT MOTT.

Queen's handicap, one mile, Saturday, August 3: Denner, 100; Burgess, 55; Zimmerman, 45; C. M. Murphy, 30; R. A. Kissam, 90; W. F. Murphy, 25; Doughty, 125; Class, 20; Schaefer, 20; Rich, 10; Clarke, 40; Schumacher, 30; Banker, scratch; Brown, 30; Boyce, 100; Waters, 60; Stoutenburgh, 100; Hesse, 20; H. J. Hall, 35; T. J. Hall, 60.

MILEAGE PENNSYLVANIA BICYCLE CLUB.

John H. Draper.....	2461	C. L. Leisen.....	1274
Fred. K. Mears.....	2401	J. P. Simmons.....	1257
B. F. McDaniel.....	2254	P. Sharples Hall.....	1220
Chas. T. Harvey.....	2137	H. B. Mingus.....	1139
Jno. B. Young.....	1980	Frank Detinier.....	1116
S. W. Merrihew.....	1849	Wm. P. Street, Jr.....	1053
Geo. D. Firmin.....	1393	Geo. Truman Leing.....	1000
W. J. Mingus.....	1347		



OSCILLATING SINGLE BALL BEARING PEDAL. PATENTED BY FRED. D. OWEN.

FIXTURES.

- August 3, 1889.—Queens Athletic Club Grounds, at 4:30 P. M., 1-mile Handicap. Entries close July 31, with Thos. Lloyd, Queens, N. Y.
- 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 29th, 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 10, 1889.—Races at Cottage City. Entries close August 8, with C. S. Davol. Hotel Naumkeag, Cottage City.
- August 10, 1889.—Bicycle Races of Massachusetts Division L. A. W. at Cottage City, Martha's Vineyard.
- August 10, 1889.—Mercury Wheel Club's Outing, at Flushing, L. I.
- August 14, 1889.—Waiontha Wheelmen's Race Meet and Road Race, at Richfield Springs, N. Y. Entries close with Fred. Bronner.
- August 15, 1889.—Race Meet of Lockport, N. Y., Wheelmen.
- August 22, 1889.—East Greenwich, Conn., Handicap Road Race.
- August 24, 1889.—Fifty-mile Bicycle and 1-mile Dwarf N. C. U. Championships at Paddington, Eng.
- August, 1889.—Scranton Club's Tour, Scranton, Pa., to Utica, Springfield, New York, Catskills, Delaware Water Gap. Address, B. P. Connolly, Secretary.
- August 31, 1889.—Monster Run of Brooklyn Wheelmen to Hotel Massapequa.
- August 31, 1889.—Albany Wheelmen's Tournament. Entries close August 24, with W. B. Phipps, 51 Howard Street, Albany, N. Y.
- September 2-3, 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 3, 1889.—Hartford Wheel Club's 20-mile Road Race.
- September 7, 1889.—Berkeley Athletic Club's Race Meet at Berkeley Oval, Morris Dock, New York City.
- September 7, 1889.—A. A. U. Games at Brooklyn A. A. Grounds; 1-mile Handicap. Entries close August 29, with James E. Sullivan, P. O. Box 611, 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 10-11, 1889.—Binghamton Race Meet. Address E. H. Towle, Binghamton, N. Y.
- September 13, 1889.—Springfield Bicycle Club's 30-mile Local Road Race and 50-mile Open Road Race, over the Springfield-Hartford course.
- 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 17-14, 1889.—New York State Division Meet at New York and Brooklyn.
- September 14, 1889.—Y. M. C. A. Games; 3-mile Handicap Fee, 50 cents. Entries close September 7, with George Pool, 150th Street, Harlem River.
- September 20, 1889.—Michigan Division L. A. W. Meet at Ypsilanti, Mich.
- September 21, 1889.—Michigan Division Meet races at Detroit, Mich.
- October 4-5, 1889.—Peoria Bicycle Club's Tournament, Peoria, Ills.
- October 8-9, 1889.—Races at Carlisle, Pa. Address John E. Steel, Carlisle, Pa.
- October 23-29, 1889.—Race Meet at Macon, Ga.

EUROPEAN CYCLING FIXTURES.

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

THE HARTFORD TOURNAMENT.

EVENTS, PRIZES AND SPECIAL CONDITIONS.

The Hartford tournament of September 2 and 3 will be the cycling event of the year. No other meeting after the old-time Hartford tournaments has been announced, and it is not probable that any such can be successfully conducted outside of Hartford. The great Hartford Meets originated in 1884, and have been continued without interruption by the Connecticut Bicycle Club and Hartford Wheel Club. The meet has increased each year in interest and importance, and this year's event promises to eclipse the greatest of its predecessors.

Most of the many details incident to the great race meeting have already been completed. A conspicuous feature of the tournament will be the absence of the professional. Last year's professional performances so disgusted the Hartford boys that it was resolved to have all future races strictly amateur in name and fact, and this seems bound to increase rather than decrease the general interest in the meeting.

The number of amateurs who have expressed their intention of racing at Hartford is so large that an entry list for three days' racing could readily be filled.

SPECIAL CONDITIONS OF HANDICAP RACES.

The following special conditions will govern the handicap races:

If, in any handicap race, the scratch man fails to start, the men with handicaps will be placed back at a corresponding distance, so that a scratch man will appear in all races.

The one-mile ordinary and safety handicap races will be run in heats, according to the number of entries, as will be announced on the official programme of the day. All starters in final handicaps will be rehandicapped by the official handicapper. The new handicaps to be announced by the referee before the race.

Special attention is called to the following racing rules, which will be strictly enforced:

No. 24. The referee may place a time limit on any race. The time limit shall not be announced to the contestants until their arrival at the tape preparatory to the start of the race. If the competitors finish within the limit, they shall receive the prizes; if they fail to so finish, and the referee is convinced by their riding, and the time made, that they endeavored to reach the limit, he may award the prizes. It shall be his privilege to withhold any prize if, in his opinion, the competitor did not try to win the race.

No. 28. A class race is open only to those who up to date of the closing of entries have not won one of the first three positions in a public event in the same or better time than the class under consideration.

Entrance fee, \$2 for one event and \$1 for each additional event.

Entries close August 26; L. A. W. rules to govern. The right to reject any or all entries is reserved. W. M. Francis, P. O. Box 745, Hartford, will furnish all necessary information, entry blanks, etc., on application.

EVENTS FIRST DAY—MONDAY, SEPT. 2, 1889.

ONE-MILE NOVICE—First prize, gold medal; second prize, silver medal.

ONE-MILE NOVICE, ROVER TYPE R. D. SAFETY (No wheel under 35 pounds)—First prize, gold medal; second prize, silver medal.

ONE-MILE STATE L. A. W. CHAMPIONSHIP—First prize, gold medal; second prize, silver medal.

TWO-MILE TANDEM SAFETY, NATIONAL L. A. W. CHAMPIONSHIP—First prize, two gold medals.

ONE-MILE COLUMBIA CYCLE CLUB SAFETY HANDICAP—First prize, Pope cup; second prize, pair gold sleeve buttons; third prize, rug.

ONE-MILE OPEN—First prize, gold watch; second prize, Kodak camera; third prize, pearl opera glasses. Prizes added for fast time as follows: To man leading at first quarter in 40s. or better; half-mile in 1m. 20s. or better; three-quarters in 2m. or better; mile in 2m. 40s. or better.

THREE-MILE NATIONAL L. A. W. CHAMPIONSHIP, ROVER TYPE R. D. SAFETY—First prize, gold medal; second prize, silver medal.

TWO-MILE HANDICAP—First prize, Colt's rifle; second prize, fishing set; third prize, engraving.

ONE-MILE OPEN, ROVER TYPE R. D. SAFETY—First prize, diamond scarf pin; second prize, Smith & Wesson revolver; third prize, toilet set. Prizes added for fast time as follows: To man leading at first quarter in 42s or better; half mile in 1m. 22s. or better; three-quarters in 2m. 03s. or better; mile in 2m. 45s. or better.

ONE-MILE 300 CLASS—First prize, smoking set; second prize, plaque clock.

ONE-MILE TEAM RACE (three men) FOR CONNECTICUT CLUBS ONLY—First prize, French clock; second prize, engraving.

EVENTS SECOND DAY—TUESDAY, SEPT. 3, 1889.

ONE-MILE HANDICAP (HEATS) ROVER TYPE R. D. SAFETY—First prize, silver watch; second prize, field glasses; third prize, brass umbrella stand.

ONE-MILE HANDICAP (HEATS)—First prize, Columbia light roadster, presented by Weed Sewing Machine Co.; second prize, piano lamp; third prize, etching; fourth prize, Smyrna rug; fifth prize, shaving set.

ONE-MILE STATE L. A. W. CHAMPIONSHIP, ROVER TYPE R. D. SAFETY—First prize, gold medal; second prize, silver medal.

ONE-MILE HARTFORD WHEEL CLUB HANDICAP—First prize, brass table; second prize, seal ring; third prize, silk umbrella.

ONE-MILE 320 CLASS, ROVER TYPE R. D. SAFETY (No wheel under 35 pounds)—First prize, Pope cup; second prize, sofa pillow.

FIVE-MILE LAF—First prize, water set; second prize, diamond and sapphire serpent ring; third prize, scone.

ONE-MILE TANDEM SAFETY HANDICAP—First prize, two gold-headed canes; second prize, two silk umbrellas.

ONE-MILE 230 CLASS—First prize, alligator traveling bag (furnished); second prize, pair Arab musicians (Bisque ware); third prize, wall cabinet.

ONE-MILE CONSOLATION—First prize, oak card table; second prize, walking stick; third prize, brass mirror.

The Berkeley Athletic Club will hold a race meet September 7.

The Fort Schuyler Wheelmen will hold a race meet at Utica this fall.

The Pennsylvania Bicycle Club's tournament will be held October 4 and 5.

W. C. Jones, the English crack, recently rode the last quarter of a mile race in 35 4-5s.

At the Bristol sports the members' mile handicap was won by W. A. Daniells, scratch, safety; time, 2m. 45 4-5s.

At the Bristol sports held July 10, W. A. Daniells, 40 yards, won the two-mile safety handicap in 5m. 30 4-5s.

The one-mile tricycle championship of Ireland was decided at Dublin, July 15, A. Du Cros winning in 2m. 58 2-5s.; K. N. Stadnicki, second, by 20 yards.

R. H. Davis created a good impression at the Paddington Meet. Won "golden opinions," so says *The Cyclist*. Davis is a fine type of the gentlemanly amateur.

The Albany wheelmen have arranged an attractive programme for their fall race meet. Entries close August 24, with W. B. Phipps, 51 Howard Street, Albany, N. Y.

The Cumberland County Agricultural Society will hold races at Carlisle, Pa., Tuesday and Wednesday, October 8 and 9. For full particulars address John E. Steel, Carlisle, Pa.

A number of German cracks are at present in England to compete at the important events. The German representatives are: Louis Stein, August Lehr, champion of Europe, and Joseph Goebel.

Says *The Cyclist*: "Yet we do maintain that the N. C. U. championships are to all intents and purposes the championships of the world. We base this claim on the fact that the English championships are the only ones open to the world." The American Amateur Athletic Championship, to be held this fall, is open to the world. Send over your men, good *Cyclist*.

Several bicycle events were decided at the St. Andrew Society Games, held at the Buffalo Fair Grounds on Saturday last. The events resulted as follows: One-mile bicycle, scratch—W. Campbell, 1st; C. J. Connelley, 2d.; W. B. Milley, 3d. Time, 3m. 10s. One-mile tandem—F. M. Brinker and John Mill y. Time, 3m. 15s. One-mile safety—Gesler, of Niagara Falls, 1st; W. G. Schack, 2d; Stacy, Buffalo, 3d. Time, 3m. 23 3-4s.

LOCKPORT WHEELMEN'S RACE MEET.

This meet will be held at Lockport, N. Y., August 15. The events are: 1-mile novice, amateur open, wheels not under 35 pounds; 1-mile club championship, wheels not less than 35 pounds; 2-mile lap, open; 1/2-mile boys' race, amateur, limited to boys who have not passed their 16th birthday; 1-mile race, amateur open, 320 class; 100-yard slow race, open; 1/2-mile club safety; 1/2-mile State championship, L. A. W.; 1/2-mile hands-off, open; 1/2-mile club tandem bicycle; 1-mile team race, three from each club; tourney with lance and rings, open; 1-mile handicap, open; 1-mile championship of city; 1/2-mile, open; 1-mile consolation. Entrance fee, 50 cents for each event; close with A. S. Cook, on or before August 8, 1889.

THE ENGLISH PATH—THE QUARTER-MILE TRICYCLE RECORD BEATEN.

On July 16, Louis Stein, of the Frankfurter Rad Verein Club, riding at Paddington Grounds, reduced the record for a quarter-mile tricycle, flying start. This distance was covered by Stein in 37 1-5s., thus beating the previous record made by H. H. Sansom, at Long Eaton, of 37 4-5s., by 3-5s. Timekeeper, G. P. Coleman, N. C. U.

The *Bicycling News* fails to note that when Windle rode at Buffalo in 2m. 50s., he was allowing from 70 to 100 yards to men capable of doing from 2m. 40s. to 2m. 45s. If *Bicycling News* will refer to *THE WHEEL* of October 12, 1888, it will find no statement to the effect that Windle had equaled the achievements of Curtis or Furnival, but it will find it stated that Windle had achieved an eminence equal to that of those other grand figures of the racing world. We simply reported that in the eyes of American people Windle was held in wonderful repute, whether worthily or not we did not state. Will the *Bicycling News* please try to understand it right this time and stop ranting?

Some rare sport was witnessed at Paddington July 13. Some 8,000 people were present. The one-mile bicycle member's handicap fell to F. H. Mason, 50 yards; time, 2m. 36 4-5s. The half-mile ordinary handicap was won by H. H. Harris, 80 yards; time, 1m. 14s. F. J. Osmond, scratch, 1m. 14 4-5s. or 4-5 seconds behind record; G. E. Osmond, 40 yards, close up. One-half-mile bicycle scratch race: F. J. Osmond won easily in 1m. 15s.; J. H. Adams, second. One-mile safety scratch race: F. C. Jones, 3m. 05 4-5s. One-mile safety handicap: G. Mordon, 170 yards, 2m. 32 2-5s. R. H. Davis, Harvard College, 50 yards handicap, rode a length behind, 2m. 35 3-5s., in the winner's heat.

R. H. Davis, the Har ard crack, made his first appearance on the English path on July 13. Davis was allowed 50 yards in the mile handicap and was beaten a length in 2m. 35 3-5s., equal to 2m. 40s. for the full mile.

A GLANCE AT "THE CYCLIST'S" ADVERTISING PAGES.

Hillman, Herbert & Cooper occupy the front page. Bown advertises his bearings, the "Keen" pedal and his "Rob Roy" lamp. The Quadrant and Coventry companies occupy half pages, as do Humber & Co., James Renout & Cie., of Paris, devote a half page to French Cycle Trumpets, of which they say: "Their rich sound calls immediate attention. Our trumpets are only dumb to the deaf. Used on Paris tramways, omnibuses and by wheelmen throughout France." Warman & Hayward, manufacturers of "Rivals," advertise a telegram calling for "more." In England they make the most out of firsts, and most of the manufacturers advertise their success on the path and on the road. On this side the firms get up something unique, or talk logic. Thomas Warwick & Sons advertise, "manufacturers of cycle materials of every description." They will supply you with all the parts of a wheel, and you assemble them and name the result to suit your fancy. The nearest approach to this system we have in this country is the method of having wheels made by contract by large mill-making firms, as the Ames Plow Co. and others. Thomas Warwick & Son's plan, however, is quite common in England, and it must obtain in this country some time in the future. J. Lucas & Sons devote a page to what they term "Cyclealities," meaning cycling accessories. The Centaur Cycle Co. devote a half page to a neat lined safety, and The Ivel Cycle Co. give a half page to Ivels.

Cooper, Kitchen & Co. advertise the "Collina Toe Clip" at 2s. per pair. They are a great advantage to racing cyclists, and are neither made nor imported into this country, though the New Rapid people (Clark Cycle Co., United States agents) make a fine toe clip. Henry Matthews is the Howard Smith of England, dealing in luggage-carriers, cement and things of that kind. A number of large mill-making concerns advertise balls, weldless tubing, etc., etc. The Rudge Bicycleette and the "Rover" safety occupy half pages. The "Rovers" are being imported largely into this country through the enterprise of J. K. Starley & Co.

The St. George's Engineering Co. devote a splendid page to their New Rapids. G. L. Morris advertises a fine looking safety, "The Referee." In the line of odd advertisements we get Van Houten's pure soluble cocoa, and "Henderson's Perfect Food Biscuits," of which "The Queen" says they are undoubtedly pleasant to eat. "The Queen" is a newspaper.

The cyclometer advertised is Downes' "patent crank log." A novelty in locks is "Mills' patent padlocks." Messrs. Ed. Carey & Co. tell us in a quarter page that they will sell every Friday and Tuesday evening, at 7 sharp, the following machines, etc. Messrs. Currie, Thompson & Co. advertise "pocket water-proof capes and jackets," an article not used in this country, but which might meet with a limited sale if Jos. J. Byers, the great rubber cap manufacturer, would make them. Lamplugh & Brown advertise their famous carrier, while an American concern shows the "Demon Detective Camera." A novelty is the horse-skin cycling shoe. The Bell-Rock safety lamp, handled by the Capital Cycle Co. in this country, is well advertised. An Irish firm advertises Belfast linen handkerchiefs. The Clayton Liniment is recommended as a panacea for all cycling ills. A. Paine spreads himself on his "Demon" safeties, which have been imported into this country and given satisfaction.

WHEEL GOSSIP.

W. J. Grandin, of Tidioute, Pa., rode 1,028 miles in June. Springfield, Mass., has a Y. M. C. A. B. C., a new organization.

George C. Teller, Captain L. I. W., is summering at Asbury Park.

Messrs. Barkman and Borland have moved to Montclair for the summer.

The Pennsylvania Club holds its 10-mile race on Lancaster Pike to-morrow.

S. G. Whittaker is now with the Strong & Green Cycle Co., of Philadelphia.

Remember the date for closing of entries for the Hartford Meet, August 26.

E. J. Shipsey, N. Y. B. C., has started in for a big month's mileage for August.

The cycling trade should be, and no doubt will be, represented at the '92 World's Fair.

Each postmaster appointed by the new Administration has received a copy of *THE WHEEL*.

Woodside and Dan Canary sail for America on August 7. Both are at present in England.

The horsemen are organizing a movement to prevent a cable road being built on Jerome Avenue.

The Keystone Club, of Pittsburg, is considering the plan of holding a grand athletic meet in September.

"Dave" Moorehouse, K. C. W., has a record of 3m. 11s. on the N. J. A. C. track. He will compete this Fall.

The *Referee* says that "Morgan has set his face toward Australia." We are hoping that he will keep it set that way.

Clubs projecting road races will find an excellent set of rules governing such contests in *THE WHEEL* of May 10, 1889.

The Maryland people think that a "James" of the cycling press is a man who has never been there, yet knows it all.

The lady who steals out on the Riverside Drive just at dusk, her face heavily veiled, is Nelly Bly. She is a splendid rider.

John C. Wetmore, "Jonah," is editing the *Elizabeth Daily Journal* in the absence of the editor, who is on a vacation.

The *Paterson Press* wants all guide-boards at the intersection of roads renovated, corrected and maintained in good condition.

The Eagle Bicycle Manufacturing Co. are sending out a 6½x8½ photo, showing W. T. Robertson riding an Eagle down the Capitol steps.

W. I. Harris and wife were out on the Drive on Sunday on a tandem tricycle. Harris is a very hard worker, and finds cycling an antidote.

At the Cottage City Meet a number of League notables will be present, and many important points will be discussed and virtually settled.

One good country road from one town to another is worth more than the lives of twenty professional politicians.—*New Orleans Picayune*.

Probably the finest set of prizes ever awarded in a single race are the trophies for the 1-mile handicap at Hartford. Their combined value is over \$300.

A correspondent writes us that a "James" of the cycling press is a Petulant Penman who Projects Peevish Paragraphs at the heads of other Prosperous Penmen.

Club life ebbs and flows. The Lynn Cycle Club, once so prominent, still has a large membership, but no club activity, and the members are seeking cheaper quarters.

The American "pros," Morgan, Knapp & Co., are "faking" at Denver. The *Denver Republican* recently published a cut of Rowe with a biography of Wilbur Knapp.

The road race announced for the second day of the Hartford Meet has been given up, on account of its conflict with laws regulating the speed of vehicles on public highway.

A road race from Tarrytown to New York will take place August 10 between E. L. Heydecker, N. Y. B. C., and Francis Thayer, Citizens' B. C. The race will start at 4 o'clock.

"Charley" Howard will probably be elected Secretary-Treasurer of the Massachusetts. No asinine "kick" against Howard because he is a member of an honorable profession.

Bicycling News speaks of "a person who has taken to peddling wheels in America, etc." Peddling is pretty good for an obscure stockbroker and floater of companies—small companies.

W. I. Harris and wife start on August 6 for a tandem tricycle tour to the Berkshires. Mrs. Harris was induced to take up cycling to benefit her health, and has been much benefitted by the exercise.

Frank P. Prial, who has made *THE WHEEL* the leader of cycling news in this country, has been nominated for representative of the New York Bicycle Club to the L. A. W.—*Sporting Times*.

A complete list of the events to be run at Hartford September 2 and 3 is published in another column. The prizes are valuable, and are trophies both for use and ornament. The road race has been abandoned.

In laying asphalt pavement in Paris the concrete foundation is required to extend under the curbstone, and four inches behind its rear face. This is obviously a wise precaution that ought to be adopted here.

Howard A. Smith & Co., Newark, N. J., report an unprecedented demand for their safety bundle carriers, both for handle bar and mud guard. ***

Messrs. Terry, Bogart and Miller, of the N. Y. B. C., ride safeties hands-off. Mr. Terry even prefers to ride in that manner, and coasts, changes from pedals to foot-rests and back again without touching the handles.

The Louisiana L. A. W. Division membership is 68; last year it was but 57. Chief Consul Hodgson is one of the most enthusiastic workers of the wheel world, and expends time and money to build up the sport in his state.

One of the most expert lady riders in New York City, is a young lady residing on West End Avenue, between Seventy and Seventy-first Streets. To see her manage her safety is a liberal education in the art of bicycling.

A rider with a sleeveless jersey and no coat was seen on Riverside Drive on Sunday afternoon. He should not repeat this performance. He casts discredit on his club and upon cycling. This kind of thing develops road-hogism.

Yes, *Bi. World* put on heavy boots and jumped on us. But we turn to letters from James R. Dunn, Albert Mott, Edwin F. LeCato, W. H. Butler and a thousand others which testify to their belief to our honesty, tact and energy.

We call it a breach of friendship and confidence when a newspaper makes public use of a private and confidential talk between man and man. What does our E. B. C. think of it? A certain Southern gentleman thinks as we do. This we guarantee.

G. J.—No, we don't know what a "James" of the cycling press is. But when you beat the other fellow out you must expect him to call you names. When you can't stop a fellow logically, you throw mud at him. That is the privilege of the foolish.

Mr. C. H. Luscomb has sent in his resignation to the Long Island Wheelmen, claiming that the club did not support him properly as President of the League. The Long Islands, we are informed, has more League members than any other Brooklyn club.

A. E. S.—No, dear boy, we violated no code of courtesy, as *Bicycling World* states. From *WHEEL* sent you, you may glean that we simply apologized for "Jack," fearing he might be misunderstood. The *B. W.* is sliding so far to the rear that an exhibition of childish temper may be expected and pardoned.

Messrs. Schoverling, Daly & Gales report themselves as more than pleased over the business done in their bicycle department this year. The firm is an old one, but only took up cycling this year, devoting a floor of their mammoth store on Broadway to the department. They are pushing New Mails and Quadrants.

E. Berry Wall, who has been called King of the Dudes, and who has been teaching the young idea how to shoot in the way of the proper capah in clothes, states that "knee-breeches are beautiful and serviceable." Mr. Wall thinks the trousers has too strong a grip, however, and that it cannot be replaced by knee-pants.

Miss Eva Chase, of Buffalo, received a letter from the Toronto Bicycle Club this morning asking how many lady bicyclists would attend the Toronto bicycle meet August 12. The Toronto wheelmen are anxious to show Canadians how graceful ladies look on bicycles, and have extended to Buffalo ladies an invitation to attend the meet.

The boasted freemasonry of the wheel often extends to business. Away up in Temple Court three cyclists have pitched their tents in pleasantly-connecting offices, in which they expound the law. They are James Fox, President of the Brooklyn Club, H. S. Stalknecht, of the Brooklyn Club, and E. L. Heydecker, of the New York Club.

A ROAD RACE IN THE NUTMEG STATE.

The cyclists of East Greenwich, Conn., have decided to hold a handicap road race on August 22, at 5 P. M., the course being from East Greenwich to Silver Hook and return; distance not stated. There will be two prizes, Secretary V. J. Briggs, East Greenwich, Conn., receives all entries.

NEW CLUB IN BOSTON.

At a meeting of wheelmen, recently held at the Quincy House, it was decided to organize a club, to be known as the North End Cycle Club. The following officers were elected: President and Secretary, Dr. R. C. Macdonald; Treasurer, J. F. McGreevey; Captain, T. J. Kenney; Lieutenant, D. J. Breivogel.

A special meeting of the Board of Freeholders of Elizabeth County was held July 29 to open bids for the macadamizing of St. George's Avenue, connecting Rahway and Elizabeth. The bids ran all the way from thirty-six to fifty-five thousand, and no award was made. The appropriation will admit of the macadamizing of the roads connecting Elizabeth with Rahway, Plainfield and New Providence.

The men who are opposed to asphalt pavement very often point their argument by pointing out the poor service given by some pavements. The pavements which fail to give the proper service are generally put down by dishonest contractors, and the authorities whose duty it is to see that the contracts are filled to the letter are either too stupid to note violation of the contract, or are paid not to notice such violation.

W. F. Murphy comes out with a sportsmanlike reply to W. Van Wagoner's rather blatant challenge, published in the *Bicycling World* of July 26. Van Wagoner may have a wonderful backwoods record, but over the Irvington-Milburn course he showed poor form on Decoration Day. He covered fifteen miles in 60m. 41s., and then dropped out. W. F. Murphy covered the same distance in seven minutes faster time, and finished the twenty-five miles.

THE JACK-KNIFE BICYCLIST.

No, dear reader, not every bicyclist you see riding about town, affecting the "bent over" style of professionals, is a racer. Make no mistake. Professional cyclists, when jogging around for pleasure, have no affectations of that kind to "astonish" the sidewalk committee; they sit upright in the saddle, as is proper. The bent-over tribe are generally n. g.—*Lynn Item*.

Howard A. Smith & Co., Newark, N. J., are teaching more persons how to ride the bicycle at Oraton Hall than ever before at this season of the year. Hall open evenings. ***

The rumor published in the *Sun* that there was "trouble" in the L. I. W. is entirely without foundation. Every man knows that club men become absorbed in business or domestic life, sooner or later, and drop out one by one. At the last meeting of the L. I. W. six of the "old-timers" dropped out, and that is the only foundation for the rumor. It is true that the question of reducing the "age limit" is exciting some discussion, but that is an annual chestnut, revived principally to enliven the club meetings.

The New Haven *Paladium* says that there are 1,400 machines in that city. This list includes all sorts and styles of machines now on the market. It is no exaggeration to say that there are 500 safeties now in use. The local dealers have sold 200 this season. Who are the people who ride these bicycles? All classes are represented. The barefooted urchin may mount his wheel and ride past the bank president, or the clerk may start off for the evening spin, with a cigar in his mouth, and encounter the minister ere he has gone far.

Ernest C. Rowe, the well-known Fair Haven merchant, and an enthusiastic wheelman, has just returned from one of the most extensive trips ever made by a local bicycle expert. He has been away about a fortnight, and scored 548 miles on his wheel. In fact, with the exception of a three-mile space where the roads were too sandy, his entire journey, out and back, was made on his wheel. Running to Springfield, Mass., Mr. Rowe struck across the country due west, making a halt at Albany, Troy, Glen Falls and Lake George. On the days that Mr. Rowe rode he made an average of fifty-five miles per day.—*Boston Herald*.

TEMPLE'S VANITY CRUSHED.

When the Adriatic was approaching Queenstown, Temple was afraid to go to bed for fear he should miss the London newspaper men whom he expected would come down to meet him. He was much surprised to find no one there but the *World's* Queenstown correspondent, who had gone on board to see what had become of Mr. Depew *en voyage*. When the Adriatic got to Queenstown the passengers went to the purser and asked him for some penny English stamps. "I have not one left," said the purser. "Mr. Temple took every one I had." This was explained later. Every telegram in this country requires a stamp. Temple had sent ashore a stack of telegrams notifying numerous editors, "I am coming!"—*New York World*.

One of the favorite down-down lunching places for cyclists is Mouquin's, running from Ann to Fulton Streets, just east of Broadway. Between 12 and 1 a number of cyclists satisfy the inner man there, and many a good story and bright thought is inspired by the coffee and cigar or cigarette. One of the prominent groups to be seen there daily is composed of John C. Gulick, W. F. Miller and three friends, who linger long at their special table. Newcome, of the Harlems, Halpin, of the Manhattans, and Prial, of the New Yorks, may be found there almost any day. Newcome entertains with incidents of his career as a detective. Among the men who have dined there with the writer, or *vice versa*, are Messrs. Gormully, Clark, Whitaker, Hill, Schaff, Atwater, Owen, Sheehan, Morgan, Barkman, and a host of others well-known in the cycling world.

THE LADY BICYCLIST.

The lady bicyclist is with us, and she has evidently come to stay. She occupies her seat too securely to be shaken from it. She appears upon her "machine" not in bifurcated skirts, but in her ordinary garb, for they have ingeniously invented something to meet the exigencies of her style of dress, and, quick to recognize when she is safe, she is at home and daring. She makes a graceful spectacle as she glides along, and she knows it. It is a good thing that the lady bicyclist has appeared. She would have done so long ago had she been given half a chance, for she is not averse to companionship with the monster, man, but for a long time they neglected to supply her with what she required. She could not be immodest nor ungrateful. Now she has no stress in the matter. She can go out with brother or sweetheart and ride beside him on a conveyance practically a duplicate of his and feel no apprehension. She is his equal.—*St. Louis Spectator*.

BICYCLE THIEF CAPTURED.

The man who stole the Warwick Perfection Safety from John Berry's place some weeks ago was arrested on Friday last. His name is Howard D. Elliott, of 300 Quincy Street, Brooklyn. He was taken to the Ludlow Street Jail, where he remained until Monday, when he was released on bail, pending the trial. Elliott is about 5 feet 6 inches tall, light complexion, and gave his age as seventeen. He wears glasses, and has the appearance of a student. Elliott stole the key of Mr. Berry's store, and entering late at night, took a Warwick Safety. The next day he sold the machine to the New York Bicycle Company, who, learning that the wheel had been stolen, stopped payment on the check given to Elliott and returned the wheel to the owner. Elliott gave a false name to the New York people, and had the check mailed to the General Post-Office at Orange, where he called and received it. He is a clever thief, and therefore dangerous. It is to be regretted that he is of good family.

Howard A. Smith & Co., Newark, N. J., have improved their Graphite for lubricating chains and bearings of bicycles and safeties, until it seems to be perfect. All riders should have a bottle. ***

WE WILL EXCHANGE

any of the following wheels for Safeties of any good make, and pay the difference in CASH:

1 50-inch Expert Columbia, price	\$45
1 52 " Victor	70
1 52 " "	75
1 52 " Expert Columbia	60
1 54 " "	65
1 55 " Rudge Light Roadster	70
1 55 " Columbia Light Roadster	90

Remember, the above machines are NOT "wrecks," but are all full ball-bearing machines and in FIRST-CLASS CONDITION.

GEO. S. ATWATER & CO.,
1230 Pennsylvania Ave., Washington, D. C.

THE WHEEL

—AND—

CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates.

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

Newsdealers may order through AM. NEWS Co.

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

Advertising rates on Application.

F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444,

New York.

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

I made up my mind some time ago that I would not take your paper any longer; but I know of no other paper where you can get so much for the money and which will keep one so well posted. Inclosed please find my subscription for another year.

Respectfully,
 ANDREW A. PEABODY,
 Brooklyn, E. D., N. Y.

"WHEELING" meanders into a high-sounding and meaningless tirade against "loafing" and "headwork" in races, pointing out the recent one-mile championship race as an example of the fallacy of the headwork system. *Wheeling* thinks that the German's win in the mile should "bring the flush of shame to the cheek of all those who have the honor of British athletics." This is all poppycock, and the great class of British sportsmen alluded to may spare their blushes. Osmond and Synyer used no brains whatever in the mile championship. Had they done any real "headwork," the German would not have won. They stupidly watched each other; the German used his head and backed it with his legs, pedaling the last quarter in 34 1-5s. On the day of the championship event Lehr was the best combination of brain and muscle competing, and therefore won. The "headwork" system is not wrong, good *Wheeling*. Osmond and Synyer are simply poor exponents of that system. *Wheeling's* cry is sent up to gain the favor of English cycling dealers, who should readily see through the game. *Wheeling* states that the English trade on the Continent has received a heavy blow because of Lehr's win on a German machine. *Wheeling* takes such pains to tell us how poor Lehr's wheel was that it quite forgot that his victory on such an old creak is proof positive that the rider had something to do with a victory; that it is not the machine, but the man.

THE advertising patrons of the *Bicycling News* are indeed dull-witted or lacking in self-respect if they do not take as a personal insult that paper's recent reference to Mr. James Purvis-Bruce as "a person who is peddling wheels in America"—accent on the "person" and "peddling." This is a direct slur upon every person engaged in selling bicycles, and the people who advertise in the *Bicycling News* must realize that if it were

not for the good pounds, shillings and pence they pay into the *Bicycling News's* coffers, they would be jeered and jibed in the same manner. The man Hillier is vituperative, and should be shut off. Among the last things that Purvis-Bruce ever set eyes on was the *Bicycling News's* snobbish paragraph, and we know that it wounded him deeply.

IT is pleasing to note that the ladies who attended the League meet have repudiated the *Bicycling World's* charge that they were subject to insult and enforced spectators of loaferish conduct at Hagerstown. They are all ladies of social standing, and it must have been some sacrifice to them to invite the publicity their resolution will call forth; but their testimony is the more valuable. Chief Consul Mott also sends a pertinent communication, inviting investigation and calling for proofs which the *Bicycling World* claims to possess.

THE LADIES' OPINIONS OF THE LEAGUE MEET.

MARYLAND COURTS INVESTIGATION.

AUGUST 6, 1889.

TO THE EDITOR OF THE WHEEL:

It would be gratifying to Maryland if you would kindly publish the following document, "contradicting" the unsavory story published by the *Bi. World*. From the editorial in the *Bi. World* of August 2, the following juicy morsel is extracted: "When the League's 'officials, acting within the scope of their 'authority, calls us to account there will be 'time enough to prove our report to be correct 'or otherwise.' The League's officials have already done this very thing, and the Maryland Division, in addition, now accepts the gage of battle thrown down and calls upon the *Bi. World* to 'prove the report correct or otherwise.' The Maryland Division will energetically and thoroughly attend to the 'otherwise.'—Allow, please, the correction of the *Bi. World* in another assumption in the same editorial. 'Marylanders' have sufficient 'discern'-ment to comprehend all the praise as well as the abuse the Division has received at the hands of the *Bi. World*. Our hospitality has been praised surely, but one of the first duties of a host is to defend the guests that are untruthfully assailed because of the acceptance of an invitation. But the *Bi. World* untruthfully attacked host and guests. It set up a straw man full of "booze" to enable itself to hold up its hands in assumed virtue and holy horror, and then knock it down. Our guests were extremely considerate and were very far from abusing our hospitality. We enjoyed their merriment and were pleased that they were unrestrainedly happy.

Maryland is now prepared to meet the issue and courts the "proof" insinuated by the *Bi. World*. It must be fair and ungarbled evidence, and by responsible parties whose names should be given. All "reformers" will no doubt be justly proud of the opportunity, and Maryland and its guests are quite ready to be reformed.

This "proof or otherwise" is demanded in the interest of the L. A. W. Maryland is hampered, as no doubt other divisions are, by the charge in the "official organ," that the membership at large, who were fairly represented at Hagerstown, were susceptible of engaging in a "three days' bacchanalian orgy." Naturally, respectable cyclists, if they believe the charge has the least foundation in truth, would not join an organization of such decidedly brutal instincts, and the growth of the body is retarded. Therefore, in the name of fairness, equity, and all the many virtues possessed by the *Bi. World*, submit the "proof" insinuated and allow wheelmen and others to judge of its merits and the character of the men who furnish the evidence, and we will see whether their own personal habits are such as to admit of their casting the first stone and to admit of their being credible witnesses.

Very truly yours,

ALBERT MOTT.

To PRESIDENT LUSCOMB, L. A. W.:
 We, the undersigned ladies who attended the Tenth Annual Meet of the L. A. W. at Hagerstown, Md., hereby

tender our thanks for the many courtesies there proffered by the wheelmen and received by us, and for the consideration with which we were at all times treated. Recognizing the fact that in an assembly of perhaps a thousand cyclists, or any other gentlemen, there is a certain freedom from the restraints of drawing-room manners, we were prepared to look with leniency upon effervescences which were innocent in themselves, but which are usually warped by morbid imaginations. It is with real pleasure, then, that we use the privilege of our sex and "contradict" the statement of the *Bi. World*, that "Never have we had such a hideous nightmare, such a bacchanalian orgy, than we have had for the last three days" . . . and "We mourn for the tender feelings of the ladies present." We recognize the fact that in a large assembly of the most refined gentlemen who should be so unfortunate as to be cooped (excuse the expressive word) up from the rain, and dependent upon themselves for amusement, that there might be much to condemn; but these cyclists were gentlemen, and we saw nothing of impropriety, if any was committed, which we doubt very much. It pains us to read that the "official organ" of the League should deal the organization such an unmerited death-blow, and send forth the false impression to the fourteen thousand members that were not present that the ladies who were had cause to blush. Such was not the case, but, on the other hand, a most enjoyable time was had, which we would gladly see repeated.

(Signed)

MRS. CLARENCE H. PLUMB.

FRANK MCGILGATHERY.

N. E. SMITH.

CHAS. T. STRAN.

ALBERT MOTT.

S. T. CLARK.

E. P. HAYDEN.

VICTOR EMMERSON.

MISS LIBBIE THOMAS MENTZEL.

Copies are in hands of the other ladies, after assurances that they will gladly thank us for the privilege of protesting.

THE STUPIDITY OF SOME CYCLISTS.

TWO INDIANA JUDGES RUN DOWN.

The Supreme Court of Indiana was recently called upon to review a non-suit in an action to recover damages for being struck down on the sidewalk by a bicycle rider. The trial court had held that bicycling was a form of pedestrianism, and that the bicyclers had as much right on the sidewalk as any pedestrian. The appeal from the non-suit was argued in the forenoon. When the court adjourned for dinner Judges Coffey and Berkshire started to walk to their hotel, and as they were passing out of the capitol grounds a clumsy bicycle rider ran into them, knocking both down, and badly bruising the former. This practical argument had such a convincing effect on the minds of the learned judges that they immediately overruled their unrendered decision, and filed an opinion setting forth that a person who "rudely and recklessly" rides a bicycle against a man standing on a sidewalk is responsible for damages for assault and battery.

After quoting an Indiana law forbidding persons from riding or driving on the sidewalks, the court says: "If sidewalks are exclusively for the use of footmen, then bicycles, if they are vehicles, must not be ridden along them, since to affirm that sidewalks are exclusively for the use of footmen necessarily implies that they cannot be traveled by bicycles. It would be a palpable contradiction to affirm that footmen have the exclusive right to use the sidewalks and yet concede that persons not traveling as pedestrians may also rightfully use them. We think, however, that a bicycle must be regarded as a vehicle within the meaning of the law."—Exchange.

[Cyclists have, of course, no right to the use of sidewalks. They are there on sufferance, and should not abuse the privilege.—Ed.]

CHICAGO HAS ANOTHER CLUB.

A number of young wheelmen on the West Side have formed an organization known as the Washington Cycling Club of Chicago. It is the intention to make the club one that shall be strictly first-class in every particular, and handsome quarters have been secured at 653 West Adams Street, corner of Wood, which are now being elegantly fitted up, and will be thrown open about August 15. The club has been organized for the benefit of cyclists in particular, and for the promotion in general of social intercourse between the members, and it is confidently expected that the Washington Club will afford thorough enjoyment to its members and their friends through both the summer and the winter months. Although particular care is being exercised in the personnel of the club, the membership is rapidly increasing, and the outlook is particularly favorable. The following are the officers for the ensuing year: President, George D. Chisholm; Vice-President, W. M. Davidson; Secretary and Treasurer, Frank Barrow; Captain, B. F. White; Lieutenant, W. L. Whitson; Color-Bearer, E. A. Chisholm, Jr.; Bugler, H. N. White. Any information can be obtained of the Secretary and Treasurer, at 848 Fulton Street.

THE ADAMS MEDALS FOR HIGHEST MONTH'S MILEAGE.

A number of men who have started in for the Adams medals have written us, inquiring the conditions, and we republish them below.

"Messrs. Adams & Sons offer two gold medals, valued at \$100 and \$50, the first of which will be presented to the American wheelman who reports the highest one month's record between the first day of May, 1889, and the first day of November, 1889. The fifty-dollar medal will be presented to the wheelman making the second highest record. The first medal will be more costly and valuable than the first prize presented at the Pullman Road Race of last May. The conditions are as follows: All records must be submitted to C. W. Fournier, of the *Bicycling World*, or F. P. Prial, of *THE WHEEL*. Records must be accompanied by sworn affidavits of the rider and Captain of the club to which he belongs. The affidavit must state distance ridden each day and cyclistometer must be inspected before and after the trial. The cyclistometer used must be tested before final awards are made."

THE ELWELL TOURISTS IN SWITZERLAND.

It is with vigorous grunts of discontent that the party are spending their last day in Switzerland. Our sister republic has a thousand charms, for which the bolognas and beer of Germany will be small compensation. In their letters home the boys have quite exhausted their descriptive powers, and first on the list of tabooed chestnuts are the seven adjectives—"beautiful," "charming," "superb," "wonderful," "grand," "magnificent" and "picturesque." From the beginning of the trip each country we have entered has been more and more interesting, and each large city more fascinating than the last, until Switzerland was reached, when all agreed that this little paradise is a fitting climax of the whole—the very pinnacle of perfection in roads, scenery and hospitality, and it only remains for us to make our descent to the base with what grace we may. We would be very grateful to Dame Nature, however, if she would let us down easy. The Valley of Hell (Black Forest) through which we ride to-morrow (our first day in Germany) will do very well for a starter.

IT IS COMING DOWN THAT KILLS.

The constituents of what I heard Cooper call "Elwell's European Road Race" may be in good condition for riding bicycles, but as mountain climbers they would be a complete failure. They kicked vigorously at climbing up to Mürren a week ago to-day, but they lived long enough to discover that it is coming down that kills. An hour and a half of slipping and sliding and continual what, on a bicycle, would be back-pedaling, landed us, with trembling knees and sore heels, at Lauterbrunnen in a state bordering upon nervous prostration. The gingerly leg-movements and looks of anguish on the faces of the party for the next three or four days proclaimed louder than words that the "Charley-horse" had seized one and all for its victims.

At Lauterbrunnen, where our wheels had remained during the sojourn on the mountain, we made the interesting discovery that the guests of the hotel had been so pleased with the idea of traveling about on cycles that they had evidently borrowed the machines and gone on a little excursion of their own. Various broken luggage-racks and bent pedal-pins gave evidence that there must have been quite a circus while it lasted. An indignant protest to the hotel proprietor only produced the non-committal reply, "Eet was not my employees."

Leaving here we were at Interlaken and seated at dinner at the Jungfrau in an hour. It was here that we began to get beyond the reach of the French dinners. The two heartiest meals of the French people are the breakfast, or "dejeuner" at midday, and the "diner" at six or seven in the evening. These two meals are exactly alike, with the exception of the fact that soup is not served at the former. The menu, in plain English, reads:

Fish.
Beef and Potatoes.
String-beans.
Mutton and Peas.
Chicken-wings and Salad.
Dessert.
Cheese and Butter.

There is no fault to be found with this until you have had it served up twice each day for four weeks. Then the monotony of the same old dishes begins to wear upon you, till one of J. Fennimore Cooper's "frugal repasts" would be a most welcome sight. The fish is usually eels; the rest is good until you come to "poulet," or chicken, the only part of which skinny fowl is served is a muscular, sinewy wing. A platter full of wings is presented before you, and your eyes wander about in vain for a wishbone or drumstick. It is "wing or nothing." What becomes of the rest of the bird is a deep, dark mystery. It is never served or seen in any form, and the question arises in your mind: Whence come the myriads of fowl necessary to produce all these wings on every table d'hôte twice each day? The question is never answered, but crows are awful thick in France.

From Interlaken the party rode (?) to the top of the Brunig Pass, where they spent the night, and by half-past ten on Tuesday were in Lucerne.

AT LUCERNE.

Lucerne is almost as gay as Interlaken, and, like it, is kept alive by tourists. Its Schweizerhof is the largest hotel we have seen since leaving Paris. It is full of old, quaint, Swiss architecture and interesting sights, and marks the centre of a most important district in the history of the republic. The principal point of interest is the famous "Lion of Lake Lucerne," by Thorwaldsen. We had imagined it as being sculptured out of some wild, barren cliff arising abruptly from the lake, and surmounted at the top by trees and brushwood, and at some distance from the haunts of civilization. Imagine then, our surprise on turning a corner in the heart of the city to find it staring us in the face! Cut out of the cliff, to be sure, but hardly within half a mile of the lake, and surrounded, instead of by wild scenery and beetling cliffs, by beer gardens, art galleries, knick-knack shops and panoramas. The lion itself, however, is grand and awe-inspiring enough to put to shame its tame and backeyed surroundings. It is twenty-eight feet long, and being situated not more than twenty feet from the ground, its grand proportions strike the beholder with great force. It was some time before we could make up our minds to leave this celebrated monument to courage and bravery.

Another interesting sight in Lucerne is the old wooden bridge of the fifteenth century, which so inspired the poet Longfellow. It is a covered bridge, in the top of which, and supported by its roof-beams, are a series of flat triangular blocks of wood, on which are painted different scenes, biblical, historical, etc. They are fifteenth century art, and are very curious.

THE ASCENT OF THE RIGI-KULM.

At two in the afternoon we took steamer for a sail on the placid Lake Lucerne to Vitznau, from which point the party made the much-looked-forward-to ascent of the Rigi-Kulm. The lake, with its twists and turns, long arms and islands, is the most picturesque in Switzerland, and the sail along the base of the Rigi is enchanting.

If you close your eyes to the surroundings of Vitznau, it is very easy to imagine yourself in some small seaside resort in the vicinity of New York or Boston. Crowds of gayly dressed English, Americans, and a few people of other nationalities are hustling up and down the pier to the boat, and crowding each other for a place at railroad ticket office, hurrying, shouting and laughing. The cars are crowded, and you are uncomfortably jammed into a corner in true American style. The whistle whistles, the locomotive locomotes,

and off you go at an angle of forty-five degrees, the engine puffing and the cog-wheels clicking. "It's the first time I have ascended the Rigi with a bicycle without uncomfortable exertion," says Beal. This is true, for his machine and "Bob" White's are in the baggage compartment, they having decided to stay at the top over night in order to witness the sunrise in the morning. They were obliged to take their machines along, as they are to make the descent on a different railroad on the following day, getting off at Arth, and overtaking us on the road to Zurich. Theirs are the first bicycles of any description which have been to the Rigi-Kulm.

The ascent of 5,905 feet occupied an hour and ten minutes, including stops at several stations by the way. Arriving at the top, we found two grand hotels and plenty of "brass band, peanuts and lemonade." The view looking down justifies all that has ever been said about it, but around us on all sides were clouds and vapor. We were unfortunate in not having a clear day at the summit. It was windy, cloudy, cold and dismal. Not a man in our party, however, is disposed to kick at any sort of weather, owing to past favors in this direction. Our view, although not the best, was a grand one, and well worth the ascent. We learned a lesson in regard to mountain tops, and in the hereafter when we ascend, each will be accompanied by a heavy ulster.

While descending, an unfortunate young party, the brilliancy of whose diamonds was only equaled by the dirtiness of his nails, fell fast asleep. A number of our party in his immediate vicinity regarded him longingly for some time. Finally they could endure the temptation no longer, and leaning toward him they yelled in unison, "Great Scott!!!" The companion of Morpheus awoke with a leap that nearly took him out of the car, only to find his neighbors on either side gazing intently out at the land scape.

We arrived at Vitznau blue with cold. The ride to Gersau was only "a little one for a centime," and we put it through lively. There is nothing like a five-mile spur to improve the circulation. On Wednesday we rode to Zurich, stopping for dinner at Zug, where Beal and White overtook us. They pronounced the sunrise from Rigi-Kulm wonderful. Zug is celebrated for its antiquity and the fact that, periodically, half of the town falls into the lake. The water undermines the buildings, and without warning they simply "slump"! We saw the place where a large slice fell in last year. It was once the residence of the versatile Goethe, and in the hotel where we dined the landlord (whose ancestors have been proprietors of the place for 400 years) pointed out with pride the bed-chamber formerly occupied by the poet philosopher.

A ONE-DAY STAND AT ZURICH.

Arriving at the Bellevue in Zurich, we unstrapped our luggage for a "one-day stand." Zurich is in every sense an elegant city. Its broad, well-shaded streets and bridges, its magnificent buildings, and the snap and "hustle" of its inhabitants make the place just what it should be—a model city under a republican government. No traveler in Switzerland should miss Zurich.

Two of the party got into a rather peculiar situation here. Their machines having got slightly out of repair, they hunted up a cycle agency to have the matter righted. The proprietor, it seems, is in the habit of sending his repairing to the prison to be done, as there are some skillful mechanics there. Being unable to go over with the boys, he sent his youngster to tell the workmen in the prison what was to be done. After the youngster had started back, our "Dave" and "Wilkie" (the long and short of the party) strolled leisurely out, looking about them as they went. Finally they wandered up a corridor, and found themselves securely locked in, with no possible means of exit, and no knowledge of the language. Dave, it is true, knows a few words, but the situation frightened him to such an extent that he forgot them all, and a lot more besides. In spite of their expostulations, these two "bold bicyclers" were obliged to languish for over an hour in "durance vile," pondering on their past sins. The return of the infant cycle tinker brought them a chance to break jail, but they did not draw a comfortable breath until safely back at the hotel. Mr. Catlin, the U. S. Consul at Zurich, was kindness personified, and took a great interest in the party during our stay there. Through his influence some of the city fathers, when we departed on Friday, tendered us a dinner at the "Wald," a hotel some three or four miles out of town.

Not at all the smallest feature of the meal was the fact that it was eaten on a terrace from which we had an unequalled view of Zurich and its surroundings. Here over the well-spread board the two republics—"the small one over here and the great one over there"—toasted each other and clasped hands for freedom and friendship. Dinner over and our hosts bidden farewell, we started, with three of the Bicycle Club Zurich on a Rudge triplet to guide us, for Neuhausen, thirty miles away. The Swiss boys are all right on a wheel, and if our intentions were to bury them they were not in it. At Neuhausen we sat down to dine in what is called the finest hotel in Switzerland, the Schweizerhof. This, by-the-way, is the national name for a hotel, corresponding to the "de la Postes" of France, and "Golden Lions" of England. Here we again dined on a terrace, this time facing the beautiful milk-white falls of the Rhine. 'Tis here that in times long gone the bewitching Lorelei charmed on to their destruction, with her songs, the boatmen of the Rhine. The rock on which she used to sit still projects skyward from the centre of the falls, but the Lorelei, fickle female that she is, has decamped. The boatmen, too, have grown more skillful, and for "zwei franc" will row you up to the enchanted spot, and you may sit on her very seat and watch the spray dash about you. With our legs stretched under the mahogany we listened in vain for the silvery voice so laden with death. The Lorelei evidently has no use for American cyclists. The view, however, fully atones for the absence of the phantom. As Pedals says, we had "a panorama of Zurich for dinner and the Falls of the Rhine for supper." To-morrow we cross the line and get back the twenty francs we had to give up for our machines on entering Switzerland.

TAM O'SHANTER.

RECKLESS PROVIDENCE CYCLISTS.

The reckless riding of certain bicycle riders in the thickly settled portions of the city has occasioned many complaints of late, and it is understood that, if these riders do not conduct themselves in a better manner, they will be cared for by the police. A night or two since two of them dashed down Mill Street and across Thames at so high a rate of speed, that they would have been unable to stop if there had been anyone in the way, and they would have surely run them down. Then, in the quiet hours of night, Thames Street is sometimes used as a race track.—*Providence Journal.*

CUFF MEMS. AT THE ENGLISH CHAMPIONSHIPS.

Mem. the First.—Good lot of people here. Find it rather awkward to write, even on a cuff, when one has a wooden bar across his stomach and twenty people pressing in the rear. Judge, conspicuous in white hat, starts the heats on one side of the track, then rushes across to the finishing post on the other, followed by small crowd of satellites. This periodical stampede of officials much enjoyed by the crowd. A hush comes over the people, the band is silent; up by the competitors' room a group of young athletes look fixedly at the starting post, or talk in almost breathless tones one to another. Edge comes up, and with a most unusually serious face, remarks: "How on earth you can stand there, Free Lance, in that cold-blooded way, talking when a race like this is just off, I cannot think." Then bang goes the pistol, and the final start for the one-mile championship has been made.

The cry is for Osmond and Synner. Not much thought is given to the young-looking German—he is but eighteen—on the small machine, but early in the last lap he shoots away, and Synner and Osmond, busy watching each other, seem slow in grasping the situation. But anon they go for him, and in the home straight Osmond, riding like a demon, pluckily attempts the seeming hopeless task of overhauling him. Lehr is a good man, however, and the one-mile championship goes to Germany, lost by a yard.

There are some long faces now in the crowd, not the least so being that of the gentleman who declared that he did not care who won, as they were all riding their machines (Humber), except the German fellow, and of course he was out of it. But soon the boys recover efficiently from the awful shock to give the "sausage," as they familiarly name the winner, a hearty reception.

We find that to obtain any refreshment at this Paddington grounds two virtues are necessary: patience and perseverance. You first, by a considerable exercise of both these, reach near enough to the counter to shout your order, when you are immediately borne away by the crush. Having been brought up to the scratch again by the kind attention of friends outside, you venture once more into the fray, and this time manage to throw the money at the eye of one of the distracted-looking females behind the counter. This helps to fix you in her mind, and when once more you are whirled past in the resistless stream of humanity you seize something from her hand, and retire limp, exhausted, but victorious.

Another German, Louis Stein, won a heat of the five-mile tricycle championship in such good style that some trembled at the possibility of yet another championship going out of the country. The day was full of surprises, but nothing was more astonishing than the way elderly-looking Dr. Turner in another heat of the tricycle event romped away from the favorite, S. F. Edge, after having made a good warm pace nearly all the way. Sansom had quite enough to do to throw the tough Doctor off his wheel in the final, and the German was not in it.

Seldom is such enthusiasm extracted from an English crowd as was called forth by the popular Dr. Turner on his winning his heat. They cheered him again and again. If he had won the final, I believe they would have all danced a breakdown or stood on their heads, or done something very much out of the way to relieve their feelings.

As the day grew older, the wind blowing against the riders down the finishing straight increased in force. Two or three times it made a dash on the reporters' table. Away went the telegraph papers down the track, with Percy Low, the massive, and Larrette, the wiry, in hot pursuit.

The twenty-five mile ordinary championship was a most monotonous affair till near the finish, although the pace was decidedly brisk. Osmond rode the last lap grandly; he led all the way up the finishing straight, and landed home first by yards, a most popular winner.

During the last lap an elderly gentleman, tall and thin, was observed in the inclosure standing alone and rubbing his hands together in a highly nervous manner. As the winner passed him he clapped vigorously, and beamed such a look of pleasure it was really quite contagious. It was Osmond's father.

The twenty-five-mile safety afforded much more sport to the onlookers. On the opposite straight to the finishing one the men had the strong wind with them, and here positions changed nearly every lap, men sprinting up from the rear to gain the position they fancied in front, generally to lose it again before another lap was ridden. W. C. Jones was particularly fond of sprinting with the wind. He certainly did it in fine style; he seemed to drop behind for the mere pleasure of coming to the front again with a big rush. Burns, the new safety wonder, was another rider with a strong tendency to bolt away from the field. He indulged in some rare spurts, quite leaving his men at times, but they a ways closed up again sooner or later. It was a pretty sight to see some fourteen first-class riders come round the corner in a bunch and dive into the wind at a rare pace, which they well sustained throughout, for when it is remembered that the evening was cold, the wind strong and that they finished almost in the dark, all will admit that rh. 16m. 34.2 ss. for twenty-five miles is a good bit of work.

Toward the end of the race things freshened up a bit. No: that it ever lacked interest, but new life was put into the men by the magic word "records." "Go for the records!" shrieked Nix, as the men flew past. "Go for the records!" was passed along the line, and go they did, treating the spectators to one of the finest races ever seen, and perhaps never again will so many first-class men be found racing together for records and a championship. Records were established for the latter miles, and F. T. Fletcher won the championship.

FREE LANCE.

A series of races will be run at the Minneapolis Driving Park on September 11, 12 and 13.

The Passaic County Bicycling and Athletic Association of Passaic, N. J., will give a grand bicycle and athletic tournament at the Clifton (N. J.) race track, on Saturday, August 31. Beside a number of athletic events, there will be a 1-mile bicycle race for novices, 3/4-mile bicycle handicap, 1-mile safety bicycle handicap, and a 2-mile team race, teams of three men. Prizes, gold medal to first, silver medal to second in each event, cup medal to third, in which each man in winning team receives a medal besides the team trophy. Entry fee, 50 cents for each event; team race, \$1 per man. Entries close August 20, with Chas. Blizard, 318 Gregory Avenue, Passaic, N. J. Prizes on exhibition at Peck & Snyder's, 126 Nassau Street, New York City.



*Believe me to be
ever faithfully
Jack*

JAMES CUNNINGHAM PURVIS-BRUCE.

DIED AT WESTBORO, MASS., AUGUST 4, 1889.

JAMES CUNNINGHAM PURVIS-BRUCE.

DIED AT WESTBORO, MASS., AUGUST 4, 1889

In the pretty little cemetery at Westboro lies and will forever lie the body of "Jack." The good heart will never beat again; we shall hear the soft Scotch-English accent never more; the fluent tongue will never again voice the workings of a fine nature; he is still frozen, mute, useless. Humanity has lost a friend and helplessness a champion. The bright receptive eyes will never again rest on lake or valley or hill. On a beautiful August sabbath he grappled with the grim monster and was conquered. Into the bosom of the calm lake he sank, with no human hand stretched forth to save him, no voice of kith or kin to nerve him for the final plunge into utter darkness. The world he loved so well noted not his going. One last agonized cry and the waters closed over him, pellucid and implacable as ever. A tragedy had been enacted and the victim was a worthy sacrifice.

Would that the agony of those last few seconds had been spared him. He saw Juggernaut face to face. The boy knew his race was run, that Purvis-Bruce was already a memory. No doubt confused thoughts of father and sister, the Ripley Road and Old England flashed through the tortured brain, and as the gurgling water drowned out consciousness he breathed a prayer to the Inscrutable One, and with arms stretched out in utter helplessness to the mother who had gone before, a poet, a philosopher and a man passed.

The daily papers of Monday last contained an Associated Press dispatch announcing the death of Purvis-Bruce. He had been training for the past week; for what purpose it is not known. On Sunday he had been exercising all day, having run and walked nearly twenty miles. He ate a very hearty dinner and shortly after started to run to Chamney Pond, about one and a half miles distant from his residence in Westboro. He took his boat, and, rowing out into the pond, kept swimming and diving about it for twenty minutes. A Mr. Dean was watching him from the bank, and he states that at about 3:30 he gave a cry and disappeared. He rose to the surface three times, but long before aid could reach him he was beyond human help. The alarm was at once given, but the most persistent efforts failed to discover the body. Mr. Reed, of the White Cycle Co., wired the Boston Chief of Police for a diver, who arrived at 6 A. M. Monday, and recovered the body at 10:30 A. M. Mr. Reed cabled "Jack's" father for instructions, offering to send the body to the other side or to have "Jack" buried in his family plot in Westboro. Mr. Bruce decided on the latter course, and the funeral took place on Sunday afternoon. The services were simple and impressive, as the final parting with a good man always is. There was a simple prayer, the reading of a beautiful poem and "Jack" was laid at rest.

James Cunningham Purvis-Bruce was born at sea near Cape Horn, about twenty-four years ago, on board the ship *Victoria*, en route from New Zealand to England. Although of Scotch parentage, he was declared a British subject. At the age of 16 he was taken to Calcutta, but remained there but a short time. He went back to Scotland and was then sent to his father, who had left his native land and become a planter in Mississippi. The uncle referred to was James Purvis, and from him "Jack" took part of his name. His mother, who was a gentle-faced woman, died when "Jack" was a child. Her maiden name was Cunningham.

In Mississippi "Jack's" father had a large cotton plantation near Vicksburg, probably near Purvis, for there is a town of that name in Mississippi. For five years "Jack" led an out-door life and was a sort of supervisor over his father's hands, assisting an elder brother. From there he drifted into Minneapolis, being anxious to gain more experience than could be found on his father's plantation. His subsequent history is written above. He adopted the nom de plume of "Gentleman John," and subsequently changed it to "Jack." His father resembles the late William Cullen Bryant in appearance, having a massive head, piercing eyes and enormous perceptive. He recently rented his Southern estate and has been living in Scotland. He is an out-door man, is nearly 60, but ruddy and active. Jack's sister is a sweet-faced girl of 20, high-browed and intelligent. She recently graduated from a famous European school and has been recruiting in Switzerland. At the present time she is somewhere on the Continent.

The brother I have alluded to above was accidentally shot on the Mississippi estate. I believe another brother was accidentally drowned. I know that when Jack told me of these accidents I told him to beware; that it seemed a fatality.

To the thinking man, Purvis-Bruce was the most unique figure in the American cycling world. In this little world of our own, he would have gone down in history as "queer," "clever," "odd" and "eccentric." But he was more than that, and I conceive it to be my duty to reproduce the man as he was; to portray his character, not transfigured by our mutual friendship, but as I knew it to be.

I first heard from Purvis-Bruce nearly three years ago. I had written some sharp paragraphs about him, a thing to which I was probably too much given at that time. I quickly heard from him in the form of an angry letter, with an invitation to duel. Accompanying the letter was a tin-type photo, showing Bruce with a belt full of pistols and bowie knives slung round his waist. I, of course, decided not to run up against a human arsenal, so I simply endorsed his letter with four words in blue pencil and returned it to him. A month ago, when I accompanied him South, he told me that my indorsement had cut deep, and that he had resolved never to again address a man as he had me. Knowing him so well, as I afterwards did, the motives that actuated the letter are clear to me. At that time Purvis-Bruce's writings did not reveal the deeper streams of kindness and thoughtfulness that ran in his nature. I had read him through his contributions to *Recreation* as a shallow man, and his sensitive nature recoiled at my mistaken impression. To his last day even,

Purvis-Bruce's heart was not worn on his sleeve. It was too true and good to be kept on dress parade, and casual acquaintanceship would often cause misunderstanding.

To return to the tin-type. At the time Bruce was unmistakably a jay. He had come into Minneapolis dressed as a cow-boy, with long hair, leggings, sombrero and pistol belt. To obtain a position on the staff of the *Minneapolis Tribune*, he was forced to abandon the garb of the cattle-herder and don the garments of civilization.

Bruce was then about twenty-one years of age. He did society work for the *Tribune* and afterwards reported cycling and other sports for the same paper. As a society reporter, he did not shine. He was not a Peeping-Tom sort of man in ever so slight a degree. He had no talent for complicated designs in feminine gownery and couldn't tell machine lace from the priceless films woven in the middle ages. He suddenly determined to abandon his career as a society reporter, for one day the paper came out with the startling announcement that at the opera on the evening previous, Governor So-and-So's wife wore a shirt slit up the back. Bruce had described the lady's divided overskirt, but the com-positor had bungled. Bruce told me he almost fainted when he saw it and humorously described how the Governor and editor "saw" each other. During that year, 1887, Bruce kept up his work for the *Tribune* and contributed to *Recreation*, slowly making a name for himself in the literature of the cycling world. He had no maturity of either style or matter at the time, but here and there a bright thought, a clever idea or a particularly felicitous bit of word painting told of latent ability.

I think it must have been very early in 1888, that Bruce came into my office one day. We had previously "explained" and were not unfriendly, but had no particular love for each other. He was dressed jay fashion and attracted some attention as we passed along Park Row. He was conscious of the impression he made, for he asked me if I thought he looked a bit "jayish" and I candidly assented.

He told me he inherited a fortune, which I afterwards learned amounted to about thirty thousand dollars. He was on his way to Scotland to claim this fortune and he left New York in a few days.

At this point of his career Bruce's life broadened, and he made a distinct advance in knowledge of men and things. He spent some time in Scotland, and later in England. In Scotland he rode and fished and wrote letters, principally to *Wheeling* and the *Bicycling World*, with an occasional contribution to *THE WHEEL*. His literary work showed a decided improvement. Bruce lived like a prince and had plenty of fresh air and sunshine, and it toned him up, as prosperity and good living will improve any man.

In England he made many friends. He became intimate with McCandlish, editor of *Wheeling*, and moved in the Ripley Road "crowd," drifting between London and the Anchor at Ripley. At this time he went the pace, like many a good man has done before him.

In the height of his prosperity he received a heavy blow, which drove him from London back to Scotland, where he remained until last April, when he returned to this country. During the few months that Bruce spent in Scotland, he spent many a sad hour in bitter reflection, and he came through his ordeal a better man. Adversity and opportunity often make men; men of the right composition.

He spent a few weeks in New York and at this time our acquaintance was renewed. I have to thank "Fenton," who was largely the cause of our coming together again. While in England an impertinent reference to me was made in *Wheeling*. Upon inquiry as to its source *Wheeling's* editor shouldered it upon Bruce, who sent me a denial, or, at least, claimed to be misunderstood. He afterwards tried to induce *Wheeling* to apologize, but it was never done. While he was living in New York, "Fenton," in his column of "Fancies," made some reference to one of his *Bicycling World* articles and he wrote me a reply for publication. I asked him to call and see me and mutual explanations founded a friendship which had strengthened every day. Bruce finally settled down at Westboro, Mass., with the White Cycle Company as their manager and advertising agent. His recent history is familiar to the cycling public.

I had the pleasure of having him with me as a companion at the Hagerstown meet, and being constantly in his company I was able to accurately gauge the impression he had made through his letters to the *Bicycling World* and *THE WHEEL*. On the train at Philadelphia the Pennsylvania boys gave him a rousing cheer, while the boy beamed with pleasure at this unexpected token of appreciation and good fellowship. I am forced to confess that when he was fully dressed to go down to breakfast at the Hotel Hamilton I was surprised at the ludicrous figure he cut. His cycling suit was of light gray Scotch home-spun. His stockings contrasted unpleasantly with the shade of the coat and trousers. The head of curly hair was surmounted by a Scotch cap the like of which could only be bought in Scotland. On its side he had pinned a solid silver circlet nearly two inches in diameter on which stood in bold, raised letters the motto of his family, "Do Well, Doubt Naught." I candidly believed that no other man in Hagerstown could have worn that suit and lived. But his independence and his nature neutralized its effect. No one, cyclists or non-cyclists, ever spoke harshly of him in my hearing. Before himself the subject was never mentioned. Those who met him liked him notwithstanding his much-abused card.

At the meet he did but little work, being sick most of the time. Beyond the little run to Williamsport, in which he got the boys scorching and finished third, we had but little time for enjoyment. In the evening, when hard at work, the curly head often looked up from his work with many a funny comment on some incident of the day. Very often he would troll a bit of Scotch ditty, the words and air fairly odorous of the Scotch hills and folk-lore, and of the heart entanglements of Jack and Jean. I found that his judgment of men was very accurate; that his character-reading corresponded with estimates which I had been able to form from long personal acquaintance.

At the general meeting held in Hagerstown Bruce was called to the platform. He was haggard with sickness, and he walked heavily to the centre of the stage. His Byronic look was most marked. Here are a few last glimpses I had of him. On the last night of the meet we were hard at work in the room, when in came Harry Hodgson, Samuel Goodman and Charley Howard. The company was too good for Jack to neglect, and he threw up his work while the party talked until nearly twelve.

About midnight, one of the newspaper men who had occupied a cot in our room came home in a very bad way. He had sent the best report of the meet to his paper, and the week of hard work so wrecked his nervous system that he had determined to woo the beery god. He went out at

eleven, with malice aforethought, and had made a clean job of it by twelve. In the semi-darkness of the room he staggered here and there, delivering one of the greatest speeches on the tariff it has ever been my misfortune to hear. Bruce and I, lying on our respective cots, had a great, good time, and were convulsed for an hour, a ter which the poor devil succumbed and rolled over on his cot.

I shall ever carry the following picture as a dear memory. At Washington I succumbed to the water, as I always do. We were at the Saint James. Bruce was engaged with a number of cyclists, one of whom, a modest country boy, took his card with a devoted "I'm glad I got that card," spoken in a whisper. Feeling very unwell, I left the party, went to my room, and was soon in a feverish sleep. I was awakened by a heavy voice, which I recognized as that of Mr. De Graaf's, saying "This is your room, Jack." Jack came and stood looking at me through the filmy curtains. The gas was turned low, and I shall never forget the pained look of his face, nor the deep distress with which he learned of my collapse. The thing seems to me now like a scene from a play—so indistinct and half real.

In Washington, next day, we visited Bert Owen's cycleries, and after spending a few hours there were whirled in Bert's cycling barouche to the train. The motive power was a young colored boy, and the novel turnout attracted much attention.

On the following Monday, July 10, he dined with Mr. Shaaf, Mr. Whittaker and myself, and when he left for the Fall River Line boat it was the last I ever saw of him. I learned of his death in an out-of-the-way town on Long Island. Had it been possible, I should have joined the sorrowing throng that followed his body to Westboro Cemetery. But I was there in thought.

I have for some time thought that it was not the absence of bad traits, but the overshadowing of bad qualities by good ones. Sometimes a man has but one redeeming trait, and this is so strongly manifest that he is not harshly judged. On the other hand, many men have a number of good qualities, which neutralize the bad ones and produce a good general average, making the character acceptable. In estimating men, one should always be humble and never forget that, after all, much of our make-up is due to things beyond our control.

It is from this standpoint that we analyze the character of James Purvis-Bruce. We find that the dominant and dominating element in his nature is love of originality. With him this was a passion, so great that he did things that most men could neither understand nor accept as the act of a shrewd man. His personal card used at Hagerstown is a sample of this. His clothes are another. He would be queer. The same trait extended to externals, and he loved "queer" looking houses, old ruins, old cups and odd club badges. It might be said that he loved all "old" things. The Scotch tweed he wore at Hagerstown, the old pipe and the old pewter tankard were his friends. He had had many a good time with them and he loved them.

Next to his oddity, and almost as powerful, was his kindness of heart. He once told me that he had never denied a beggar, and I had opportunity to see him prove his creed, for the South is noted for its colored mendicants, and they always sent Jack's hands into his pocket. This kindness is shown in the last *Bicycling World*, in which "Jack" vowed he would never bet on the accomplishment of any feat which might endanger the happiness of any human being. With kindness you will find generosity. He simply didn't care for money, and any true friend of his in need could control his purse-strings.

His hobbies were nature and manhood. He loved a woodland path better than the drawing-room. He hated the theatre and the opera. He frowned at society and would be no witness of its pranks and goings on. He liked men and was ever on the alert to discover a good trait in those he met. He had set up a gentlemanly code which few humans ever attain to. He wanted to be one of nature's noblemen, and after brief wanderings in by-paths he would have realized his ambition.

Among the minor faults of his nature was his lack of perseverance. I believe he would have drifted into literature in the end. He had no talent for trade, and I know that he did not like business. He had all the elements of an attractive writer, and with years of practice and cultivation, might have become an essayist of no mean order. He was already getting out of shallow water, and the literary world would have heard of him. To prove that this estimate is not extravagant, I have but to note that in two years he developed from the backwoodsman into a cosmopolite, a man of letters, with rare insight and a relishable style, fresh, crisp and individual.

When he liked a man he said he had the proper "earmarks." He liked labor and respected the humblest deliver as much as he did a prime minister. He hated insincerity and shallowness; pretentiousness grated on him. He was decidedly not egotistical. He had a deep love for the sport which should endear his memory to all cyclists.

He was highly sensitive, and a mean action caused him real sorrow. To those who came near him, especially those who might be considered inferior to himself, he was deference itself. I have seen waiters instinctively interest themselves, and his "That's a good fellow" assured them of his sympathy.

Jack was a trim, medium-sized figure, of about five foot six, and weighing nearly 140 pounds. The frank, boyish face shown on the preceding page was gone. Experience had entirely changed it, marked it. It was dark, well-shaped, with the features harmonious. The hair thick and curly, was brown-blackish; the forehead full, and more thoughtful than practical; the eyebrows dark, shaggy and pronounced. The eyes were bright, incisive, reading eyes, yet not curious or repellent. They reflected a fine imagination and a kind heart. The lips were full and prominent. The nose and lips were not strong, and it was here that the lack of perseverance lay. The whole face was not bled by that peevish, self-satisfied or dominant look found in most bright men.

"Jack" would have gone to England on September 2. He had the ambition to make a competency, that he might one day live the life of a gentleman of leisure on the shores of the Devonshire coast. He had described its lonely grandeur, the swishing sound of the impatient waves and the strange noises of the wind-swept forest. He had planned it all, and I was one day to visit him there, but—it will be otherwise.

In regard to the curious coincidence which has been harped upon so much, it has been passed over to the Society of Psychical Research, of Boston. This society was organized for the purpose of advancing psychology and its object

is to collect accurate data for the purpose of determining whether there are such things as premonitions, transference of thought, etc. All we know is that it was reported in Minneapolis that Purvis-Bruce was dead. That he, characteristically, turned the thing into an advertisement. It seems like the vengeance of Fate that "Jack's" death should have followed so closely upon this incident. It is not generally known that he wrote his own obituary, which we shall attempt to discover and publish. Below is a letter which reached us on Monday morning, and which was among the last things that Jack ever wrote.

WESTBORO, MASS., August 2, 1889.
DEAR FRIAL—Probably you have not heard that it was reported all over the West that I was dead. A newspaper man by the name of Bruce perished in some cañon in Canada, and some Minneapolis paper commented and said that there could be no doubt but that the luckless newspaper wight was Purvis-Bruce, who was once a *Tribune*. I use facsimile of telegram in an advertisement, and work it into a means of enlightening the public. A copy of the offending paper will be sent to me. I sent them a funeral notice for the *Tribune*, this afternoon, and wonder if they will be e.

Ever faithfully yours,

JACK.

We publish below the last tribute to "Jack" which will appear in the *Bicycling World* of this week. Mr. Fourdrier, who was a close friend of "Jack's," kindly places the matter in our hands, and we thank him for his graceful and courteous act. We wish to call special attention to the beautiful poem written by Doctor Corey.

"All evidence points to the theory that the cause of drowning was undoubtedly cramps. Beneath a thin crust of eccentricity glowed a heart as true and pure as gold, and that heart is now forever stilled and a life of bright promise has been brought to an untimely end. We have only personally known Mr. Bruce for about four months, but during that time we have had opportunities to know him as he was. We had grown to regard him for his real worth; we had been permitted to see him below the surface, and we saw revealed a character which was an honor to mankind. His enemies admired him, and his friends loved him; some of his acquaintances laughed at him. True, original, eccentric and frank. None can accuse Jack of insincerity. He was outspoken to all alike—he kept nothing back; perhaps too outspoken sometimes for policy's sake, but he hated duplicity. He despised 'Uriah-Heepishness.' His greatest fault was his loyalty to his own ideas and principles, which were honorable, to a degree eccentric.

"Personally we shall miss him as though he were a brother, the press will miss him as a fearless writer who was full of vigor and wrote in vigorous language. He was not afraid to write or talk as he analyzed and saw matters; he was a character, not a colorless specimen of humanity. There were some who failed to delve below the outer crust and find the real man; they simply saw his oddities, but it was our privilege to discern beneath the cloak a germ of value, the thoughts and character of a true man. A most curious and painful incident is that of the telegram in last week's *World* from Minneapolis in which it is stated 'Jack's' death was rumored. The fact of Jack's death will reach Mr. Stockdale before the fac-simile which appears in the *World* reaches him.

"THE FUNERAL."

"Sitting here at 'Jack's' desk, on 'Jack's' chair, and looking out of the window in full view of his final resting place, we pen the last sad facts of this painful catastrophe.

"Mr. W. A. Reed, on Monday, cabled Jack's father for instructions, saying that the body would be preserved in such a way as to be capable of transporting across the water if wished, but, on the other hand, if Mr. Bruce preferred that Jack's body be buried in America, the use of Mr. Reed's family lot in the cemetery at Westboro being generously tendered. Mr. Bruce chose the latter course, and so at 4.30, August 6, surrounded by nearly a hundred sympathizing friends, Jack's body was laid at rest forever.

"All services were conducted at the graveside by the Rev. D. Augustine Newton, who used the Church of England burial service, read from a book of common prayer owned by Jack. A quartette, composed of the following men in the employ of the White Cycle Co., rendered a couple of beautiful selections: Geo. W. Toney, first tenor; H. W. Butler, second tenor; H. G. Barr, first bass; R. T. Vinal, second bass. The bearers were Allen W. Acorn, A. L. Whitney, J. S. Brady and Harry Morgan.

"All the men in the employ of the White Cycle Co. were present at the services, as also were President White, Secretary Peck and all the directors except Dr. Corey, who was confined to his house by sickness.

"The casket was inclosed in a heavy pine box lined with zinc and hermetically sealed, in anticipation that the body would be sent abroad. The box itself was covered with flowers and ferns, which he loved so well.

"The services were simple and impressive, and there was scarcely a dry eye to be seen. It was an ideal summer day, just such a day as dear old Jack loved, and so amid the tears of those who had learned to love him, even though friends of recent date, the coffin was lowered and the solemn words, 'ashes to ashes,' closed the services. After securing a rose from a wreath and a pebble from the graveside, we sadly and silently turned away.

"During the services the Rev. Mr. Newton read the following beautiful poem, written by Dr. Corey, one of the directors of the company:

"Far from his native land—the mighty deep,
A thousand leagues, its restless billows sweep
Betwixt his kindred, who in vain must wait
His form appearing at the homestead gate.
Loving to roam his daring spirit found
All men his kindred and with friendship bound,
The recent stranger by that chain unseen,
Which made all feel the friendship long had been.
He came among us as the opening flowers
Break from the bondage of grim winter's powers
And like a vine with many tendrils set,
Made fast some clinger to each man he met.
Now cold he lies each generous impulse hushed;
Each springing hope by death's creel pressure crushed;
Life hence has fled, this bruised and shattered bowl
Has lost its tenant, an IMMORTAL SOUL.
Upon this grave will fall no parent's tear,
The earth must close without a loved one near;
No brother's fondness, nor a sister's care
To the sad spot at evening shall repair;

He sleeps alone—yes so we all must sleep,
Though scores of mourners at our grave-side weep.
To-day is ours, we mingle with our kind,
And pressing duties in our pathway find;
Defer them not, for ere to-morrow's sun
His circuit makes, our journey may be done.
It matters not to us when comes that time,
If it be remote or in our native clime!
Each for himself the gloomy path must tread—
All men are strangers 'mong the silent dead

"BORN ON THE WATER, DIED IN THE WATER."

"The subject of this brief sketch, and whose sad death we announce editorially, familiarly known by readers of the cycling press as 'Gentleman John,' and later as 'Jack,' was born at sea off Cape Horn, about twenty-five years ago, on board the British ship *Great Victoria en route* from New Zealand to England. Of Scotch parentage, it was held that he was a British subject, and his loyalty to his mother country is well known to his friends. At the age of 16 he was taken by an uncle to Calcutta, where he staid for a short time; then back to Scotland, and from there he was sent by his Scotch guardian to his father, who was at that time a planter in Mississippi. From this point he wandered West for a few months, and then back to Edinburgh, where he staid a short time, and then off to Egypt; back to the United States from Egypt, and out to Montana and Dakota, then to Japan and back to Minnesota. At this time Mr. Bruce was about 21 years of age. The past four years have been spent in Minneapolis, Scotland, and lately in Westboro, Mass., in which place he was in the employ of the White Cycle Co. at the time of his untimely death.

"In appearance 'Jack' was about the medium height. His head was a mass of dark brown curls, the complexion dark. His eyes were wonderfully expressive, steel gray in color, full and piercing; eyes that looked into you, not at you. His hobby was 'Nature,' and he was never so happy as when, with rod or gun, he was sauntering along the bank of a stream suggestive of trout, or walking over moor and through woods with eve and ear alert for game. He had no love for the crowded city streets, and he disliked show and glitter with an honest dislike."—*Bicycling World*.

CHICAGO.

As the writer has been absent from the city for the past few days, the Chicago notes from a novice's standpoint will have to be few and far between this week. I can imagine I hear Bob Garden thank heaven for being spared at least a little bit, as I understand from 'Black Venus' that he says the sooner the 'Novice' throws up the sponge the better. I was not aware of having hit Bob on any soft spot, but if I have done anything I am sorry for I am glad of it.

It is, however, reported, and on good authority, that Garden was the only one so far approached who refused to sign Berdie Munger's petition for reinstatement. While it is doubtful as to the result of such a petition to the Racing Board, Munger will at least know that he has the good will of a large majority of Chicago wheelmen.

If all reports are to be believed, Mr. Temple was not received in Eng and with brass bands and open arms. We all have to smile when we think of the stories of banquets, etc., we shall hear of on his return, while we ruin our eyesight gazing at the diamond rings and other bric-a-brac presented to him by the Prince of Wales and others of the Royal family.

Official acceptance has at last been received from the Illinois Cycling Club to Capt. Van Sicken's challenge in behalf of the Chicagoans, calling for five men and the Oak Park course. It seems to the writer that the Illinois exhibit almost as much nerve in naming that course as the Chicagoans did in suggesting the Cheltenham track. They also say: "Of course we will pay \$25 toward the purchase of a \$50 cup." Van will without doubt, however, accept the terms, except that he will say that the C. C. C. will not put up \$25 to help buy a cup for themselves, but they will 'invest \$50 in one for the West-Siders if they can win it.

Burley Ayres (he of the fine Italian hand) will be with us again for good in the course of the next month or six weeks. He has already very strongly identified himself with the new Washington Club, lately organized very close to the Illinois territory. To a blind man, it looks like cloudy weather on the West Side.

John Cory has returned from a two-weeks' "think" in Michigan, and says that he will hereafter eat crackers and cheese, wear a patch on his blazer, and be a millionaire. We wonder if his good intentions will last as long as they did after the last Presidential election, when Jack, if rumor is true, struck the ceiling with a dull, sickening thud.

Four of the Chicagoans—Van Sicken, Roe, Ingalls and Bogue—at last, after many trials, reached Blue Island Sunday, returning via Pullman for dinner. The roads to that point had been fairly good, though all the party had at some point of interest made very rapid dismounts. At Pullman they picked up four tenderfeet (three on safeties) who wished to be shown the way home by way of the celebrated Stony Island road. They were taken in tow by the ever-accommodating Van, and gently drawn on to Stony Island road, which for exactly three-quarters of a mile was covered with from ten to sixteen inches of very wet water. On arriving at Seventy-ninth Street one of the safety riders thanked Van very kindly for his attention, and remarked that he would like to see Van Wagoner ride that in three minutes with his hands tied behind him; also, that while a safety was a pretty good thing to have in the family, he should surely provide himself with a life-preserver and an ordinary the next time he sailed with any of the Chicago Blazers.

My remarks as to the return we were getting for our one-fifty per month seems to have struck the right chord with many of the boys, and if the management do not get on a three-minute gait pretty soon something is liable to drop, as there is a rumor afloat as to the formation of a new club in which there will be no occasion to "suspend the rules."

Already there has been much figuring as to my identity, Sieg, Randall, Roe and others being among the accused. Sieg, when interviewed, said if he could not write a better letter than the "Novice" he would throw up his job as correspondent for the *Bicycling World*. If the editor is of the same opinion kindly consign this epistle to the W. B., and I will be heard of no more.

NOVICE.

[Dear Novice: We know you not, but we want you, very much.—Ed.]

SAN FRANCISCO.

IMPROVED STREETS.

At last the daily papers have commenced a crusade against our abominable pavements. Editorials on the subject appear in the *Chronicle* and *Examiner* nearly every morning, and they agree that the street covering this city reeds is bituminous rock. This material laid on a concrete foundation is a clean, noiseless and lasting pavement. The basalt blocks and cobblestones now in use on most of our streets are noisy, disagreeable to travel over, and the wear and tear on vehicles and horses is an item of cost which would not exist with a smooth surfaced street, such as is now being advocated. May we soon see our streets in such a condition that San Francisco may be proud of them, as is Buffalo and many other Eastern cities.

ASSOCIATE MEMBERSHIP.

Your St. Louis correspondent evidently knows whereof he speaks, when he says that associate members, with the power of voting, will change the complexion of a bicycle club to that of a social club, and in a very short time it will be a cycling club in name only. In my opinion a cycling club has no use for associate members. Take the two clubs of this city, for example. In one you must own a wheel and accompany your application for membership with the amount of the initiation fee. The result is that this club is an unqualified success. The members all being interested in the same subject, work together harmoniously and have no internal dissensions as to whom shall be on the top of the heap, the wheelmen or non-wheelmen. Turn to the other club, study the condition of their affairs; they have an associate membership. A member who does use the wheel calls at the club-rooms and the chances are he will find some of the social element playing billiards or cards, and talking on a lot of subjects but those most interesting to a cyclist. The cyclist naturally loses interest in the club and in the course of time resigns. That is what some of the members of this club are doing now. I understand that three resigned at the last meeting, and that more will follow in the near future. The dues have also been raised to meet the requirements of those members whose sole object in joining a club is to have a place to lounge in, instead of meeting there and enjoying each other's company and talking over trips in the country, welfare of the club and members, and other kindred subjects which will occur to a wheelman and in which only a wheelman cares anything for.

Members of clubs, think well on this subject; associate members without the power of voting are no useful addition to a bicycle club, but an associate membership with the same rights as the active members is a danger to element and a menace to the success of the organization.

RACE-PROMOTING CLUBS.

"The Kings County Wheelmen are beyond doubt the greatest racing wheel club in this or any other country." So says "Hawshaw," the lynx-eyed correspondent of the *Bicycling World*. Don't doubt it in the least; but that item reminded me that, as an enterprising club in the racing line, the Bay City Wheelmen are not far from the head of the procession. Look at their record for 1889 (that is up to date). Two races were held in San Francisco—one January 1 and another April 30; then they go to Stockton, a hundred miles away, and in conjunction with the Oak Leaf Wheelmen of that city, give a race meet and tournament on July 4. The three events were all successes from a racing point of view, and the balance on their race meet account is on the right side of the ledger, too. Strange—ain't it?

The prizes given at these tournaments were the most valuable given at any meeting held in this country this year (my authorities on prizes are the wheel papers). That is not a bad showing for what the Bay City's rivals (?) are pleased to term a lot of "kids." Pretty good business heads on those youngsters, anyhow.

SHOCKLEY'S RIDING.

At Stockton, July 4, W. A. Shockley won the safety championship in 2m. 59½s. On April 30 he was badly beaten, coming in a poor third or fourth in a race which was won in 3m. 14s. He met his defeat cheerfully and said: "Better luck next time." So he trained faithfully for the July races, and the improvement was astonishing. He not only won the one-mile, but got first place in the two-mile handicap, starting scratch with Lakenau (he was allowed 150 yards handicap, but went back to scratch). I am pleased to note these successes, as he is a perfect gentleman, and well liked by the boys. He was formerly a member of the Massachusetts Bi Club, but has settled here now. When he came here he looked around and joined the *Live* club, and what was the Massachusetts Club's loss was the Bay City Wheelmen's gain.

A "water-melon" run to Lodi by the Oak Leaf Wheelmen, of Stockton, is the fixture for August 11. An invitation has been extended to the Bay City Wheelmen to attend, and no doubt many will accept. At any affair in which the Stockton boys have a hand a good time is assured. (Say, if the overland train can get here in time, come and get the cholera morbus with us.)

"HEADERS."

NEWARK.

The heavy rainfall of the past two weeks has made sad havoc of Essex County's Macadam roads. Several Atlanta Wheelmen have been out to see the damage done, and have returned in disgust. "What did you see?" was asked them. "Nothing but floods, or mud where floods had been," was the only answer.

It is gratifying to know that the mud-hole on Broad Street, from Belleville Avenue to Gouverneur Street, is to be paved with Telford. More of the streets are in need of some kind of repair, and now that the great water contract is settled why not give us a much-needed improvement in street pavements?

Frank Brock, of the Atalantas, made the attempt last Sunday to climb "Eagle Rock." He succeeded in going up twice. Time for first round trip, 13½m; second, 14½m. Several communications have been received regarding the A. W.'s proposed race meet. We are always willing to receive suggestions, and the undersigned would be glad to hear from anyone. Address care of THE WHEEL.

The Atalantas would be pleased to hear from any local club in regard to a team race of, say, five or ten miles.
Newark, N. J., August 7, 1889. SPARK.

NEW ORLEANS.

The Louisiana Cycling Club now has its building scheme well advanced, and before this will have seen the light the purchase of the ground will have been effected. The site selected is a convenient one, on Octavia Street, half a square from the St. Charles Avenue (asp't), and something less than half a mile from Audubon Park. It consists of two lots, 30x135 each, and is in the most pleasant part of the city, in the midst of handsome, tree-embowered, large-lawned residences. The purchase price, \$900, is a bargain, and no mistake, and the club will certainly be a gainer by the transaction, as the property will double its present value (which is really worth \$1,200) inside two years, or I miss my guess pretty badly. The plans of the house, too, have been received from the architect, and met the approval of the club, and bids are now coming in. The building will have a frontage of 28 feet and depth of 84 feet, and consists of one story and a basement. In the latter will be located the wheel, locker, bath and janitor's rooms, while upstairs are the parlor and the reception, reading and pool rooms. The parlor is a fine, large affair, 20x40 feet, and with the sliding doors between the reception room thrown open, a dancing space of 20x58 feet can be secured. A roomy, 8-foot gallery extends half way around the house, and with a well-kept lawn or tennis court taking up the other lot, and a garden and walk the 20-foot space between the house and the sidewalk, this big gallery will add mightily to its occupants' comfort, especially during the warmer months. The house will cost something under \$1,000, and, while neither grand or pretentious, it will present a neat and comfortable appearance, and when completed will be an immense feather for cycling and the club. Give the boys a pat on the back, dear Wheel. They are working hard and altogether, and deserve every encouragement. This less-than-\$3,000 house may not seem much away from here, but to us it is something big. Whoop'er up, boys. 'Rah! 'rah! 'rah! Siss! Boom! Ta-raa-ra! Bully for you!

The Louisianians, at their last meeting (3d), elected five new members, bringing the roll up to the half-hundred mark, and postponed the adoption of a uniform until a Baltimore blunder could be heard from further.

At the same meeting the resignation of R. G. Betts as captain was accepted, and Lieut. L. J. Frederic unanimously, and with a rush, promoted to that office. Betts, who leaves on the 15th to take a position in New York City, was elected Honorary Captain.

For the vacant lieutenantancy W. C. Grivot, one of the hardest workers in the club, was deservedly selected over two competitors.

Things around the New Orleans B. C. Club are quite quiet. An impromptu sparring matinee between the members enlisted matters very considerably one evening last week, and what the bouts lacked in science was made up in spiritedness. One of the boxers, so I'm told, stopped a sock-dodger with his proboscis that caused him to dance a h-y, and made his head swim so badly that gloves went off and he wanted a *go a la Sullivan-Kilrain*—bare fist—before he could be calmed down.

The second of the Hill medal five-mile races takes place on the 4th. On the same date a one-mile match race between two glimmering glims of the Louisiana Club, A. B. Harris and C. M. Shute, will be decided. It has been brewing for some time, and a medal hung up by partisans of both riders hastened matters. There is just enough of delicious uncertainty as to the respective merits of the two as to make the match of interest and speculation.

Bi.

ST. LOUIS.

Last Monday's issue of the *Globe-Democrat* contained an article detailing the alleged antics of some wheelmen in Forest Park the day before. They were represented as snatching hats from the heads of pedestrians and riding off with them; riding alongside carriages and striking the horses with whips, and a lot of other stuff. Of course, the article was pure fiction from beginning to end, without the slightest basis in fact. It all originated in the diseased imagination of an unprincipled reporter. Publications of this nature, when read by persons unfamiliar with the facts and by others who have a prejudice against bicycles, are calculated to do great harm to the cause, and steps should be taken to secure their prompt denial. The *Republic*, of the week previous, printed a telegram from Manchester giving an account of the accident to the "Manchester to Barrett's" stage on Sunday afternoon, alleging that the horses were run into by a man on a bicycle, thus causing them to frighten. The facts are that the stage was drawn up on the edge of the road and the driver was assisting some passengers to alight. The wheelman came along and passed on the proper side, as far away from the horses as the width of the road would allow. The horses whirled suddenly and tipped the stage over the bank, wrecking the vehicle and injuring, more or less, the fifteen passengers. They all exonerated the rider from any blame, and seemed to think that the fault lay with the driver in leaving his team. Accidents on the road are always to be regretted, especially when, as in this case, they happen in a locality where there is so much animosity to bicycles. But the newspapers should not encourage this feeling by printing garbled or unfair accounts of them.

Wheelmen throughout the country will be surprised to learn that cycling is no longer to be considered as a sport, recreation, means of exercise or health restorer. It is simply an improved means of walking!!! This remarkable declaration is made in the circular issued to the members of the Missouri Bicycle Club advocating the abolition of the active list and the transfer of the club to the associate or non-riding members. It is one of the arguments (?) advanced, and the others are quite as brilliant. It is not offered as an opinion or a suggestion—it is put to us as a matter of fact. The man who wrote that circular has missed his calling; he ought to set himself up as a professional humorist and get the ebullitions of his mighty intellect syndicated *a la Bill Nye*, and when he dies he ought to have a "monument of jackasses' skulls" as high as the court-house. The club will be remiss in its duty if it does not attend to this.

The committees are hard at work on the race meeting, and the programme will be duly announced in a few days. The list of prizes will be given at the same time, and the necessary information relative to entries, etc. Chairman Davol has not been heard from in the matter of the League championship, but if there are any left we are pretty sure to get one. The local men have already begun training, and the track is in fine condition.

ITHURIEL.

TACOMA, WASHINGTON.

The boys repeated last Sunday's run yesterday, and again went to the Woolen Mills, on Stellacoom Creek. The day could not have improved upon, although several portions of the road were quite sandy, and caused much anxiety to arise in the minds of the several novices who accompanied us. As before, the boys took ample luncheon, and had no reason to complain of bad appetites. After the noonday repast, some of the boys tried their luck at fishing for brook trout, with varying success; Prince Wells, however, showed his superiority (?) as a scientific fly-caster, and landed the majority of the speckled beauties.

Halsted and Prince Wells will make a three weeks' trip through Oregon, Washington and part of British Columbia, to start in about two weeks. Prince will give exhibitions of fancy riding in all the towns along their route, and will also make a match with any owner of a trotting horse for any distance over five miles. Halsted will ride in all amateur races and in a few instances, has arranged to ride five mile races against three men—who can relieve each other at the end of every mile. At Portland, Oregon, and Victoria, British Columbia, special arrangements are being made to have a Japanese lantern parade, club drill and a few other attractions, in addition to races and the fancy riding of Wells.

While in Victoria on the Queen's recent birthday (May 24) Wells made many friends, one and all of whom want him to repeat his performance in their city as soon as he can conveniently go up there. On the 24th of May he gave his exhibition on the grass, and was much hampered by the very uneven condition of the turf. The next time his performance will be given in the Assembly Hall, where he will surely paralyze the people of that sleepy town—for the last time they plainly showed their utter amazement. Some of the Eastern boys will recall one of the first Springfield meets when Dan Canary opened the eyes of the visiting English racing men and their attendants, by his many tricks on one and two wheels. At that time, our cousins from across the great pond would not believe what they had read of American fancy riders, and even after seeing Dan ride they entertained serious doubts as to their mental conditions. Many of our British friends across the line had to see Wells ride to be fully convinced.

The Victoria boys are becoming greatly enthused over the idea of Halsted's proposition to ride five miles against three of their men—allowing them to relieve each other as before stated. Halsted will surely have his hands full to cross the tape first; but as the races are to be in the hall, the track will measure about fourteen laps to the mile, and as Halsted claims that he used to know how to climb around the corners, he stands a good chance of winning.

I hear with regret that Harley Hays and Bert Manning will leave Tacoma about the first of September to finish their college days. While sorry to lose them, even for a year, still the knowledge that they will return, having grown in both wisdom and physique—is sufficient to warrant our wishing them God speed and a quick return.

SNOHOMISH.

July 20, 1889.

BROOKLYN NOTES.

It has been widely reported that all the athletic clubs will have a bicycle team to represent them next season, which means that bicycle clubs in this vicinity must give up all their aspirations to shine upon the race path, save in the rare instance where the love of the sport prevents a man from identifying himself with these "semi-professionals," as it is an admitted fact that the ranks of the athletic clubs are recruited first amongst the fast riders of bicycle clubs, who have fostered the sport. Note that as soon as a man has become fast, and his club-mates have sung his praises, how the athletic club bobs up serenely, and by an offer of expenses paid scoops him in. Ah! what a multitude of things are covered by—"expenses paid." The young and enthusiastic racer who trains himself stands no chance with the skillfully trained representative of an athletic club. It is an unfair battle, and can only be equalized by classifying the racers of the future.

What a disappointment last week was to the eager seekers after club mileage medals. July rained itself out, leaving a large number many miles short of their expectations.

Captain Powers, of the Riverside Wheelmen, and a number of his club-mates, were met on Sunday last by Messrs. Hebert, Star, Moore and Raymond, of the B. B. C., and escorted to Bath, where a swim and dinner was had. Afterward the party, which had been increased by other members of the B. B. C., rode to the Brooklyn's clubhouse, and the visitors were entertained there until it was time to leave for home.

Mr. Frank Demarest, an ex-member of the B. B. C., has organized a club at Englewood, N. J., at which place he now resides. The name is to be the Englewood Bicycle Club. May they prosper beyond their most sanguine expectations.

ATOL.

BUFFALO.

Two of the Crescent Wheelmen, of Cincinnati, Messrs. Fred. Allsup and George Bauers, were in town Saturday. They started for home Sunday morning.

There have been but few tourists through Buffalo this year compared with the number who have visited here in years past. Perhaps many are holding back for the purpose of taking in the city during the International Fair. They may rest assured that they will be well provided for, though there will be no tournament this year. But just wait for next year! and Buffalo will show something unequalled in the history of the past.

The "illustrations" of the *Wheelmen's Gazette* for July have been the cause of many smiles. Perhaps the Star Company does not patronize the Indianapolis pamphlet as it should. The best Star rider on a crank, and with a mouse's ache! It caused some of Wilhelm's old Buffalo friends to question the whyfore, but the next issue of THE WHEEL enlightened them.

Seventy starters are expected to commence the second century run of the Ramblers this year. It will occur on the 18th inst.

The Zigzags and Buffalos also have century runs announced for this month. The Buffalo-Erie course is an excellent one.

The Lockport Wheelmen have arranged an attractive programme for their fourth annual meet, which occurs on August 15. Many local men will compete and a large delegation will attend.

Zo.

MINNEAPOLIS.

The 25-mile State championship race, which was postponed July 25, occurred on Wednesday July 31st, on the boulevard around Lake Harriet. The distance around the lake is a little less than three miles, and nine laps were required to make twenty-five miles. The entries were as follows: J. L. Bird and E. F. Hertz, of St. Paul; W. L. Dav. P. A. Meyers, E. J. H. J., Colie Bell, J. R. Stockdale, E. B. Tunstead, James Gray, Alex. Graham, F. E. Stockdale and P. Walsh. E. F. Hertz did not start owing to illness. The start was made at 3:30 o'clock, Bird taking the lead, followed closely by Hale, Bell and Stockdale. About a quarter of a mile from the tape Graham and Gray collided, breaking some spokes from Graham's wheel. Graham walked back to scratch intending to give up the race, but was induced to take another wheel and go on. He lost six minutes in making the change of mind and wheel, but, encouraged by some of his friends, rode hard and gained fourth place, making the best time of any. During the first lap the riders were well bunched, but in the second began to scatter out, Bird and James Stockdale taking a lead of about a quarter of a mile, and remaining there until the sixth, when Bell began to close up on them and in the eighth lap gained the lead, Bird second, Stockdale third, Hale fourth, the others scattered around the course.

In the ninth lap Bell held the lead, Bird and Stockdale striving for second place. On the home stretch Bell was thirty feet in the lead of Bird, Stockdale ten feet behind Bird. When Bell crossed the tape Bird and Stockdale were even, when Stockdale spurred and crossed the tape five or six feet ahead of Bird, who, not knowing "Jimmy" was quite so near, had not put in his final spurt.

Bell's time was 1h. 38m. 45s.; Stockdale, 1h. 38m. 50s.; Bird, 1h. 38m. 50½s.; Graham, 1h. 4m. 16s., including six minutes lost.

The time was not remarkable, but considering the state of the road and a strong wind was very good. I have been over the course since the race, and am surprised that the time was as good.

There are some whisperings that Bird will challenge Bell to ride the same distance again.

I hear that Bell is going to Oregon to engage in business. If he does it will give some of the other boys an opportunity to win a race, Bell having heretofore proved a little too much for any of them.

DORSON.

August 5.

HARRISBURG.

PARADE AND BANQUET.

The Harrisburg Wheel Club celebrated its third anniversary Monday evening, August 5, in a most auspicious manner. A parade was the first feature of the programme, in which nearly all the members participated, making a grand success of it. It being the evening for our regular monthly meeting, we returned to the club-rooms and transacted the necessary business.

After adjournment we proceeded to the Bolton House, where an elegant banquet awaited us.

After the banquet cigars were passed around and the toasts began. The L. A. W. was responded to by Dr. G. N. Gorgas, who referred to the influence exerted and how much was gained by the concerted action of the League. "Our Highways" was responded to by H. B. Gerhart, who spoke of the bad condition of the majority of our highways, and closed with an original poem "The Star" was responded to by H. W. Stone, who regretted that there were not more in use in our city. "The Safety" was responded to by J. C. Duke, who claimed that there never was a wheel put on the market that has won such universal popularity as this machine. "The Wheelmen's Wives and Wheelmen's Sweethearts" was responded to by Thos. S. Peters, who advised all wheelmen to join the benedictines. Chas. R. Keet answered to "Father Time," and rejoiced that none of our members had yet been run down by this ancient old man. "Our Associate Members" was responded to by H. A. Chayne in an appropriate style. President Lusk closed with a brief history of the club from its organization to the present time.

A more delightful occasion cannot be imagined, and at 2 o'clock A. M., after giving the "club yell" with great emphasis, we retired to our homes as happy a set of wheelmen as you ever saw.

N. O. REMARKS.

August 6, 1889.

ELIZABETH.

The regular monthly meeting of the E. W. was held at the club-house on Tuesday evening last, and a number of important subjects were discussed and disposed of. The committee appointed to find a suitable building lot reported progress. The President appointed the entertainment committee for the winter, and the road officers were authorized to get up a lantern parade to be held in the latter part of October.

Several bonds were drawn, paid and canceled, and the Treasurer reported a good balance.

Messrs. N. H. White and A. N. Calkens made a run to Long Branch on Sunday last, visiting Red Bank, Ocean Beach, etc. Dinner was taken at the Branch, and the return was made to Elizabeth via the 10:30 P. M. train. They enjoyed the trip thoroughly, but reported plenty of road hogs.

If the ticket which is before the Division at present is elected, it is the general opinion here that L. A. W. affairs in New Jersey will be boomed as they have never been boomed before.

The prospect of soon having our new roads is very encouraging. The contract for the new turnpike between Elizabeth and Rahway has been awarded, and the work will be finished by October. The contracts for the Plainfield and Morris Avenue turnpikes are still open for bids. With the increased facilities for wheeling that Elizabeth will have in the near future, it ought to become one of the cycling centres in the Union, and we believe that it will.

The sidewalk fiend has been getting in his baneful work in our fair city, and, as usual, the club gets the blame. The club has actually forbidden sidewalk riding in certain districts, and will aid in the arrest of any wheelman caught there.

"TANGLEFOOT."

Mr. Stevenson Towle, a member of Tammany, has been appointed consulting engineer to the Public Works Department, having special charge of street pavements. Mr. Towle was at one time a Park Commissioner.

FIXTURES.

- 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 29th, 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 10, 1889.—Races at Cottage City. Entries close August 8, with C. S. Davol, Hotel Naumkeag, Cottage City.
- August 10, 1889.—Bicycle Races of Massachusetts Division L. A. W. at Cottage City, Martha's Vineyard.
- August 10, 1889.—Mercury Wheel Club's Outing, at Flushing, L. I.
- August 14, 1889.—Queens Athletic Club Grounds, at 4:30 P. M., 1-mile Handicap. Entries close, Aug. 17, with Thos. Lloyd, Queens, N. Y.
- August 14, 1889.—Waiontha Wheelmen's Race Meet and Road Race, at Richfield Springs, N. Y. Entries close with Fred. Bronner.
- August 15, 1889.—Race Meet of Lockport, N. Y., Wheelmen.
- August 17, 1889.—At Washington Park, Brooklyn, N. Y. Prospect Harriers Games. One and two mile Bicycle Handicap and Triangular Race.
- August 17, 1889.—South End Wheelmen's, of Philadelphia, 10-mile Road Race over the Montgomery Course.
- August 18, 1889.—Second Century Run of the Buffalo Ramblers, from Erie to Buffalo.
- August 22, 1889.—East Greenwich, Conn., Handicap Road Race.
- August 24, 1889.—Montreal Bicycle Club's Annual Race Meet on the M. A. A.'s new grounds.
- August 24, 1889.—Fifty-mile Bicycle and 1-mile Dwarf N. C. U. Championships at Paddington, Eng.
- August, 1889.—Scranton Club's Tour, Scranton, Pa., to Utica, Springfield, New York, Catskills, Delaware Water Gap. Address, B. P. Connolly, Secretary.
- August 31, 1889.—Brooklyn Bicycle Club and Kings County Wheelmen's combined run to Massapequa, L. I.
- August 31, 1889.—Monster Run of Brooklyn Wheelmen to Hotel Massapequa.
- August 31, 1889.—Missouri Bicycle Club's Races, at St. Louis, Mo.
- August 31, 1889.—Albany Wheelmen's Tournament. Entries close August 24, with W. B. Phipps, 51 Howard Street, Albany, N. Y.
- August 31, 1889.—Passaic County Athletic Association's Bicycling Tournament at Clifton, N. J., Race Track. Entries close August 20, with Charles Blizard, 318 Gregory Street, Passaic, N. J.
- September 2, 1889.—Pennsylvania State Division L. A. W. Meet at York, Pa.
- September 2, 1889.—Pennsylvania Division Meet at Reading, Pa.
- September 2-3, 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 3, 1889.—Hartford Wheel Club's 20-mile Road Race.
- September 7, 1889.—Berkeley Athletic Club's Race Meet at Berkeley Oval, Morris Dock, New York City.
- September 7, 1889.—A. A. U. Games at Brooklyn A. A. grounds; 1-mile Handicap. Entries close August 20, with James E. Sullivan, P. O. Box 611, 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, P. O. Box 611, New York City.
- September 10-11, 1889.—Binghamton Race Meet. Address E. H. Towle, Binghamton, N. Y.
- September 13, 1889.—Springfield Bicycle Club's 50-mile Local Road Race and 50-mile Open Road Race, over the Springfield-Hartford course.
- 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 13-14, 1889.—New York State Division Meet at New York and Brooklyn.
- September 14, 1889.—Y. M. C. A. Games; 3-mile Handicap. Fee, 50 cents. Entries close September 7, with George Pool, 150th Street, Harlem River.
- September 20, 1889.—Michigan Division L. A. W. Meet at Ypsilanti, Mich.
- September 21, 1889.—Michigan Division Meet races at Detroit, Mich.
- September 24-27, 1889.—Hudson County Wheelmen's Races at Spring Valley Fair.
- October 4-5, 1889.—Pennsylvania Bicycle Club's Tournament.
- October 4-5, 1889.—Peoria Bicycle Club's Tournament, Peoria, Ills.
- October 8-9, 1889.—Races at Carlisle, Pa. Address John E. Steel, Carlisle, Pa.
- October 23-29, 1889.—Race Meet at Macon, Ga.

EUROPEAN CYCLING FIXTURES.

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

Chicago, August 7.—At 7 o'clock this morning, F. W. Van Sicklen, a bicyclist of Chicago, left this city on his wheel for Kansas City, which he expects to reach by Friday night. To do that he will have to ride 123 miles each day. Mr. Van Sicklen hopes to do this by steady, hard work.

SCRANTON BICYCLE CLUB.

ANNUAL TOUR, 1889.

Saturday, August 10.—Leave Scranton 6 A. M. (club-house). Waverly, Harford, New Milford, 40 miles, dinner (Jay House). Great Bend, Kirkwood, Binghamton, 22 miles, night (Hotel Bennett).

Sunday, August 11.—Leave Binghamton 6 A. M. Chenango Forks, Greene, 20 miles, dinner (Chenango House). Norwich, 22 miles, night (American Hotel).

Monday, August 12.—Leave Norwich 6 A. M. Sherburne, Earlville, Hamilton, 27 miles, dinner (Park Hotel). Utica, 29 miles, night (St. James Hotel).

Tuesday, August 13.—Leave Utica, train, 6:35 A. M. Trenton Falls, breakfast (Moore's Hotel). Utica, 17 miles, dinner (St. James Hotel). Richfield Springs, 36 miles (Darrow House).

Wednesday, August 14.—Leave Richfield Springs 9 A. M. Cooperstown, 13 miles, dinner (Hotel Fennimore). Stamford, 40 miles, night (Delaware House).

Thursday, August 15.—Leave Stamford 6 A. M. Prattsburg, Hunters, Tannersville, 31 miles, dinner (Hotel Haines' Falls, Kaaterskill Falls, night (Hotel Kaaterskill).

Friday, August 16.—Leave Kaaterskill Falls 6 A. M. Catskills, Hudson, 10 miles, dinner (Worth Hotel). Hillsdale, Great Barrington, 30 miles, night (Miller House).

Saturday, August 17.—Leave Great Barrington 6 A. M. Stockbridge, Lennox, Pittsfield, 25 miles, dinner (Berkshire House). Lebanon Springs, 10 miles, night (Field's Hotel).

Sunday, August 18.—Leave Lebanon Springs 9 A. M. Kinderhook, 20 miles, dinner (Kinderhook Hotel). Hudson, 15 miles, night (Worth Hotel).

Monday, August 19.—Leave Hudson 6 A. M. Rhinebeck, 26 miles, dinner (Rhinebeck House). Hyde Park, Poughkeepsie, 17 miles, night (Morgan House).

Tuesday, August 20.—Leave Poughkeepsie 6 A. M. Newburgh, West Point, 27 miles, dinner (West Point Hotel). Train to Tarrytown, Yonkers, Kings Bridge, New York, 25 miles, night (Grand Union Hotel).

Wednesday, August 21.—Leave New York 6 A. M. Brooklyn Riding District and Coney Island. Train to Newark, night (Continental Hotel).

Thursday, August 22.—Leave Newark 6 A. M. Orange, Milburn, Morristown, 20 miles, dinner (Park House). Dover, 12 miles, night (House).

Friday, August 23.—Leave Dover 6 A. M. Hopatcong, Dingmans, 34 miles, dinner (Hotel). Milford, 8 miles, night (Cressman House).

Saturday, August 24.—Leave Milford 6 A. M. Dingmans, Bushkill, Water Gap, 32 miles, dinner (Kittatiny House). Train to Scranton.

* While the start is made Saturday, some will join by train, Monday, at Norwich; Tuesday, at Utica, via D. L. & W.; Wednesday, at Cooperstown, via D. & H.

† Those who rest on Sunday, August 11, at Binghamton, leave Binghamton, D. L. & W. R. R., Monday, 4:30 A. M., overtaking party at Norwich. Those resting Sunday, August 18, at either Pittsfield or Lebanon Springs, take Boston & Albany Railroad and overtake party at Hudson or Rhinebeck.

THE HARTFORD TOURNAMENT.

The Wheel Club men have been very busy the last few weeks getting things in shape for the September races, and have already got a great amount of the detail work out of the way. Entry blanks have been in great demand among the racing men, and a host of new riders have been heard from, indicating that a larger field will strive for the honors. However, the local flyers don't intend to get left, and Wm. J. Corcoran, the crack Yale trainer, has been engaged for the Wheel Club team, and has already taken charge of his men. The Charter Oak Park track, a noted fast one, will be better than ever this year, and no pains will be spared to make its condition perfect.

The railroad facilities are excellent, and excursion rates from Meriden, New Haven, Springfield and other places will be very reasonable.

The meet of the Connecticut Division, L. A. W., to be held in Hartford at the time of the tournament, will add greatly to the wheelmen's enjoyment. On the morning of the first day, Monday, September 2, a parade will be given, in which four or five hundred men will appear. Three prizes, the first presented by the Hartford Wheel Club, and the others by the Connecticut Division, will be offered visiting clubs for largest number of men and for best appearance.

In the evening an elaborate entertainment will be given at Germania Hall, under the auspices of the Division. This will consist of refreshments, peculiar to the cyclists' taste and fancy, supplemented by a concert of Weed's full military band, exhibition of boxing, club swinging, Glee Club songs and other attractions.

On Tuesday morning a run will be made to Wethersfield, where a lunch will be served at the residence of the Division's Secretary-Treasurer.

CYCLISTS' MEET AT READING, PA.

READING, August 3, 1889.

The bicycle meet at the Yellow House to-day was attended by a large number of wheelmen and admirers of the sport, and a great deal of enthusiasm was manifested which was dampened, however, by the heavy rains, which compelled the postponement of some of the most interesting events.

The first race, novice, half-mile, was won by Dundore, of Reading, in 1m. 38 1/4s. The 1-mile, three minute class, by Z. H. Miller, of Lancaster, with Kilmer, of Reading, a close second. Time, 3m. 23 1/4s. The 1-mile safety race came next, but just as the start was about to be made it began to rain hard. After the shower was over the race was run, and was won by Taxis, of Philadelphia, in 3m. 55s. The 2-mile handicap was a very interesting event, Taxis, who started from scratch, winning in 3m. 21s. At this point the rain again began to pour, compelling a postponement of the other events.

Detroit A. A. games, held at Detroit August 3.—One-mile handicap: G. O. Lane, 100 yards, 3m. 27s.; G. W. Jones, scratch, second, by two lengths.

ENGLISH AMATEUR CHAMPIONSHIPS.

A GERMAN WINS THE ENGLISH BLUE RIBBON—RECORDS IN THE SAFETY RACE.

The one-mile bicycle and twenty-five mile safety English amateur championships were decided at Paddington Recreation Grounds on July 20. The German, Lehr, furnished a complete surprise by winning the one-mile event—the first time it has ever gone out of the country—beating Osmond, Synner and other first-class men. The details of the race are as follows: Heat 1: H. Synner, 2m. 48 1/2s.; F. J. Archer, 2d. Heat 2: F. J. Osmond, 2m. 51 1/2s.; S. E. Williams, 2d. Heat 3: A. Lehr, Frankfurt, Germany, 2m. 48 1/2s.; E. Osmond, 2d. Heat 4: W. A. Illston, 2m. 44s.; B. Hinchliffe, 2d. Final Heat: Lehr, 1st; F. J. Osmond, 2d, by five yards; Synner, 3d, by six yards; Illston, by twenty yards. Time, 3m. 09 1/2s.

The start was very slow, Synner leading. When the bell rang Lehr rushed into the inside berth, and quickening his pace wonderfully, had a fifteen-yard lead entering the straight. Osmond made a great rush, passing Illston and challenging Synner. Both traveled faster than Lehr, but he had had too much advantage, and they were unable to reach him, Osmond riding second by about five yards. Lehr's last quarter occupied 34 1/2s., and Osmond, with the wind against him, rode in about 35s. for that distance. Osmond and Synner were intently watching each other, or they would not have allowed the German to get so far away. The English papers report that Lehr rode an inferior-looking German-made wheel, with the saddle far back and with 4 1/2-inch crank throw.

PREVIOUS WINNERS.—PLACE.

1878. Hon. Ion Keith Falconer, Stamford Bridge.
1879. H. L. Cortis, Stamford Bridge.
1880. C. E. Liles, Stamford Bridge.
1881. G. L. Hillier, Belgrave Grounds.
1882. F. Moore, Aston Lower Grounds.
1883. H. W. Gaskell, Crystal Palace.
1884. H. A. Speechly, Lillie Bridge.
1885. S. Sellers, Aston Lower Grounds.
1886. P. Furnivall, Jarrold Track.
1887. W. A. Illston, Aston Lower Grounds.
1888. H. Synner, Coventry Track.

OTHER CHAMPIONSHIP EVENTS.

Five-mile tricycle championship.—H. H. Sansom, Nottingham, 17m. 15 3/5s.; E. B. Turner, Ripley Road Club, and Scheltema, Beduin, dead heat for second place; Louis Stein, Frankfurt, Germany, 4th. Last quarter, 37 1/2s. Two of the trial heats were run in 15m. 40 3/5s. and 15m. 24 3/5s.

Twenty-five mile bicycle championship.—F. J. Osmond, 1st; F. P. Wood, 2d; D. McRae, 3d; J. H. Adams, 4th. Time, 1h. 18m. 27 1/2s.

Twenty-five mile safety amateur championship.—F. J. Fletcher, 1st; Louis Shute, 2d; W. C. Jones, 3d. Time, 1h. 16m. 34 2/5s. Records made: 22 miles, C. W. Nettleton, 1h. 07m. 38 3/5s.; 23 miles, W. C. Jones, 1h. 10m. 33 2/5s.; 24 miles, R. Burns, 1h. 13m. 41 3/5s.; 25 miles, F. J. Fletcher, 1h. 16m. 34 2/5s.

EAST GREENWICH WHEELMEN'S HANDICAP ROAD RACE.

A meeting of East Greenwich bicyclists was held at the Updike House, last Monday evening, to consider the advisability of holding a handicap road race from Candall's drug store, on Main Street, that village, to the blacksmith shop, near Silver Hook, and return. There was no adverse opinion advanced, and the meeting was called to order and Charles H. Weld elected Chairman. Other officers were chosen as follows: Secretary, V. J. Briggs; Treasurer, Thomas B. Boardman; Committee to appoint starter, timer, judges, etc., and to fix rules for the race, James E. McKenna, V. J. Briggs, Sindy Powers. The race will be ridden on Thursday, August 22, starting at 5 o'clock in the afternoon. There will be two prizes, the first of which will be valued at twice the second. It is not yet decided what the prizes will be. The Secretary received the names of nine riders who wish to enter the race, and of this number Charles H. Weld, Walter S. Weedon and Thomas B. Boardman were elected to choose a committee of three from the local riders to arrange the handicap. The next meeting will be held at 8:30 P. M., August 7, in Firemen's Hall.

RACES AT TRENTON, N. J., AUGUST 6.

Two events were decided at the Sir Charles Napie Lodge picnic August 6. Summary:

TWO-MILE BICYCLE HANDICAP, OPEN.—L. L. Clarke, B. A. C., 30 yards, time, 7m. 10s.; J. R. Hazleton, Smithville, 125 yards, second; J. R. Sutterley, Trenton, 100 yards, third. The other starters were: A. H. Rogers, Trenton, 125 yards; W. H. Ash, Ballwin, 125 yards; C. H. Rogers, Trenton, 125 yards; George A. Rogers, Trenton, 125 yards; A. A. Zimmerman, Freehold Cyclers, 25 yards; Z. R. Hinkle, 125 yards; A. W. Shinn, Mount Holly, 125 yards.

TWO-MILE HANDICAP, OPEN TO NEW JERSEY CYCLISTS.—The entries were: William Lamb, Mount Holly, 35 yards; Z. R. Hinkle, Smithville, 125 yards; L. L. Clarke, N. J. S. L., 30 yards; A. A. Zimmerman, Freehold, 25 yards; J. R. Hazleton, Smithville, 125 yards; Job R. Sutterley, Trenton, 100 yards; C. H. Rogers, Trenton, 122 yards; A. W. Shinn, Mount Holly, 125 yards. Won by Hazleton in 7m. 22 1/2s.

BICYCLE RACE AT QUEENS.

Mr. Lloyd is indefatigable in his efforts to help wheeling. At his grounds on Saturday last a 1-mile handicap was run. Of twenty-two entries but nine starters appeared. Three showers in the early part of the day spoiled the track. Summary: First heat—C. M. Murphy, C. C. W., 30 yards, time, 3m. 07 1/2s.; A. A. Zimmerman, F. C., 45 yards, time, 3m. 07 1/2s.; R. A. Kissam, Q. B. C., 90 yards; G. W. Doner, Q. C. W., 100 yards. Second heat—L. L. Clarke, B. A. C., 40 yards, time, 3m. 07s.; N. F. Waters, B. B. C., 60 yards, time, 3m. 07 1/2s.; G. Boyce, Q. B. C., 100 yards; T. J. Hall, K. C. W., 60 yards; Lew. R. Doughty, Jr., Q. B. C., 125 yards. Final Heat—C. M. Murphy, 30 yards, first, time, 3m. 11s.; L. L. Clarke, 40 yards, second, time, 3m. 11 3/5s.; N. F. Waters, 60 yards, third; A. A. Zimmerman, 45 yards, fourth.

A 3-mile ordinary and a 2-mile safety handicap will be held at Oak Island Grove, Revere, Mass., August 13.

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 FALL MEET.

SEPTEMBER 13 AND 14, NEW YORK AND BROOKLYN.

EXECUTIVE COMMITTEE.

M. L. Bridgman, 1255 Bedford Avenue, Brooklyn, Chairman.
W. H. DeGraaf, 47 West Fourteenth Street, Treasurer.
J. M. Shaw, 19 West Fifty-third Street, New York City, Secretary.
A. B. Barkman, 241 Broadway, New York City.
J. C. Gulick, 28 West Sixtieth Street, New York City.

SUB-COMMITTEE CHOSEN.

Entertainment, W. H. DeGraaf, 47 West Fourteenth Street.
Transportation, G. R. Bidwell, 313 West Fifty-eighth Street.
Programme, C. A. Sheehan, 5 Vanderbilt Avenue.
Press, F. P. Prial, P. O. Box 444.
Reception, L. A. Clarke, 25 Broad Street.
Tours and Runs, A. B. Barkman, 241 Broadway.
Theatre Party, W. H. DeGraaf, 47 West Fourteenth Street; Bert Cole, 62 Hanson Place, Brooklyn.

PROGRAMME.

FRIDAY, SEPTEMBER 13.

Morning—Reception of visitors.
Afternoon—Runs, Park, Yorkers, etc.
Night—Theatre Party, New York City.

SATURDAY, SEPTEMBER 14.

Morning—Parade in Central Park.
Afternoon—Run to Brooklyn and Prospect Park.
" —Run to Coney Island.
" —Supper at Coney Island.
" —Concert at Gilmore's Amphitheatre.

SUNDAY, SEPTEMBER 15.

Informal runs to Yonkers, Tarrytown, The Oranges and points on Long Island.

The General Committee report that all arrangements are being perfected and that a first-class meet is assured. Wheelmen from all over the country are invited to attend.

BOARD OF OFFICERS' MEET.

BROOKLYN, N. Y., August 10, 1889.
Notice is hereby given that the Annual Meeting of the Board of Officers, New York State Division, will be held at the Grand Union Hotel, Friday, September 13, 1889, 6:30 P. M. This notice is given pursuant to Article 2, Section 1, of the Constitution.

M. L. BRIDGMAN, Vice-Consul.

To the Members of the New York State Division and to Proprietors of League Hotels:

At a considerable outlay of time and labor I have succeeded in securing an advantageous contract with the official hotels in this Division. Some complaints have been made that L. A. W. members have not, in some cases, been accorded that treatment at certain of such hotels to which they are entitled. I am in readiness at all times to investigate all such complaints, and do my best to remedy them.

On the other hand, complaints have also been made that L. A. W. members did not, in some cases, always conduct themselves with proper decorum. I am informed by a League member that recently, at Van Buren Point, one of the pleasantest and most popular summer resorts in Western New York, and one largely patronized by wheelmen, the conduct of some wheelmen was such that the proprietor took down his League certificate in disgust. On account of the conduct of some wheelmen at this same resort last year, it was with a good deal of hesitation, and only after considerable persuasion, that the proprietor of this place signed the contract for this year.

The large majority of our members are gentlemen who know how to conduct themselves, and have a proper regard for the rights of others; but, as in all other large organizations, there will occasionally creep in disturbing and

Howard A. Smith & Co., Newark, N. J., report an unprecedented demand for their safety bundle carriers, both for handle bar and mud guard. *

undesirable elements. One rowdy can do more to injure the good name of the organization than a score of gentlemen can do to build it up, and it is certainly unjust that the conduct of the few should be taken as indicating the character of the majority of those composing the organization. In justice to the vast majority of the League members of this Division, I shall endeavor to take steps to avoid any such result, and, if necessary, shall take steps to secure the expulsion from the L. A. W. of members who, by their conduct at League hotels, disgrace themselves and bring reproach upon the organization.

I urgently request all proprietors of League hotels, and all members of the League who have the best interests of the organization at heart, to immediately report all such cases to me.

Very respectfully,

W. S. BULL,
Chief Consul.

THE ANNUAL STATE MEET.

To the Members of the New York State Division:

Pursuant to Section 1 of Article 2, New York State Division By-laws, the Executive Committee have decided to hold the annual meetings of the Division and of the Board of Officers in New York City and Brooklyn, Friday and Saturday, September 13 and 14, 1889.

Cordial invitations to entertain the Division were also received from Binghamton, Richfield Springs and Niagara Falls.

An efficient committee have the matter in charge and are preparing an enjoyable programme.

It is desired that every member that can do so will attend the meet, as matters of great importance will be considered at the meetings.

THE DIVISION HAND-BOOK BOOM—THE MEMBERSHIP.

I have caused to be mailed to 6,000 wheelmen in this State "The Hand-book of the New York State Division," enclosing with each book an application blank and an addressed envelope to the Secretary of the League.

Having placed in the hands of these wheelmen this book, showing the objects and advantages of the organization, I call upon all officers and members to use a little personal effort to induce non-league wheelmen to join the L. A. W. The membership roll of the Division shows the renewals this year to be 212 less than last year. In the Second District the loss was 233. It will be seen from this showing that while we have gained in other sections the loss in Brooklyn more than overbalanced the gains.

The officers and League workers in Brooklyn are urgently requested to put forth every effort to make up this loss.

CHIEF CONSUL'S CHANGE OF ADDRESS.

As I will be absent from Buffalo between the following dates, viz., August 8 to 25, all communications between those dates requiring immediate attention should be addressed to W. S. Bull, care of P. O. Box 353, Milwaukee, Wis.

FIVE-MILE BICYCLE STATE CHAMPIONSHIP.

The five-mile bicycle New York State Division championship is hereby assigned to the Waiontha Bicycle Club, of Richfield Springs, to be competed for at their race meet, August 14, 1889.

Yours fraternally,

W. S. BULL, Chief Consul.

WHEEL GOSSIP.

The Australian 100-mile bicycle road record has been lowered to 7h. 53m.

The Toronto Bicycle Club will hold its race meet at Rosedale on Friday next.

The Rambler Bicycle Club, of Buffalo, had a great lantern parade on Wednesday night.

Furnival, Gatehouse and Webber were interested spectators of the English championship races.

Buffalo will have another fine road out of the city on Seneca Street, which is being asphalted.

The New York Bicycle Co.'s "General Information" pamphlet is unique and of much value to wheelmen.

W. Price, fifty yards start, won a mile bicycle handicap at the Paddington track on July 18; time, 2m. 31 2-5s.

The Berkeley Club are making great efforts for the success of their tournament, to be held at Berkeley Oval on September 7.

The hotel at Freeport, L. I., is "Scott's," right near the shore. The landlady is polite, the dinner excellent, the price fifty cents.

The combined run of the K. C. W. and B. B. C. to the Massapequa on August 31 will be one of the pleasantest cycling events of the season.

The Press Cycling Club, of Boston, rode to Great Head, Winthrop, on Sunday, Edward F. Draper, of the Boston Herald, entertained the party at Ocean Spray.

W. I. Harris and Mrs. Harris and Dr. Wells, of the Citizens' Club, started on Sunday last for a trip to Williams-town, Mass. Mr. and Mrs. Harris are on a tandem.

Ralph Temple made his first appearance on the English path at Leicester, on August 3. Temple rode ten miles in 32m. 14s., beating Howell and others. The race was probably a "fake."

The entries for the Prospect Harriers' 2-mile handicap close August 10, with F. G. Webb, 736a Union Street, Brooklyn, N. Y. The race will be run at Washington Park on August 17.

The White Cycle Company no doubt found that "Jack" had endeared himself to them. Their conduct of the last rites was extremely creditable. They showed their kindness throughout.

Howard A. Smith & Co., Newark, N. J., are teaching more persons how to ride the bicycle at Oraton Hall than ever before at this season of the year. Hall open evenings. *

Lehr, the English one-mile bicycle champion, is a pale, slight, stoop-shouldered fellow, about nineteen years of age. The wheel he rides is a combination of the Royal Mail, Club and Rudge.

Had "Jack" returned home on Sunday night, he would have written us an article advocating Chief Consul Mott for the Presidency of the L. A. W. He was enthusiastic over the little Field Marshal. He had the "ear-marks."

Among the wheelmen who were at the Casino in the Park on Sunday last was a thing in a tight-fitting jersey suit and blue plush trunks; no coat, no knee-pants. Such things should be shot on sight. Wheelmen should hoot jays of that sort.

BICYCLE STOLEN.

H. J. Paine, 327 Juneau Avenue, Milwaukee, Wis., reports the loss of a Victor Safety, No. 2269, style, 1889. The wheel disappeared August 5, at 8:30, from Jennings' Resort on the Whitefish Bay Road.

W. D. Supplee, ex-Captain of the Pennsylvania Club, has become a prominent member of the Supplee Hardware Company, a large Philadelphia concern. This engrossment in business was the principal cause of Mr. Supplee's retirement as Captain of the Pennsylvania Club.

In our advertising pages Messrs. Wm. Read & Sons announce that they will accept high grade wheels in exchange for new mail safeties, and that they have for sale a few second-hand safeties in good condition. A list of second-hand wheels wanted and for sale will be sent upon application.

A Hagerstown cyclist, riding on the sidewalk, run into a citizen. The citizen believed that the accident was unintentional and refused to prosecute. There is no reason why any cyclist should ride on the Hagerstown sidewalks when the roads are so good. The cyclist should have been arrested.

LONG ISLAND WHEELMEN NOTES.

The club meet was held Tuesday night. All was harmony. C. C. Alden has gone to Bangor, Me., for a short vacation. The highest one day's record for July is 130 miles, credited to W. Schmid. The total mileage reported for June is 11 652 miles.

The invitation to hold the New York State Division Meet at New York and Brooklyn this fall has shut out the Niagara Falls B. C. The wheelmen at the Falls were determined to have the meet, and had enough money pledged to make it a success, but the New York and Brooklyn people got their invitation in first.

You will find a complete list of names of the club members here, and I trust you will be able to send each one a copy of your paper. It is certainly the best paper of its kind that has ever found its way into Erie, and I think if the boys can only get acquainted with it, its popularity will increase rapidly. Very truly, Nette A. Preston, Erie, Pa.

Fred and Robert Coningsby leave Saturday evening on the Albany boat for a tour to the Thousand Islands. Their route lies from Albany to Schenectady, Utica, Syracuse, Watertown and Cape Vincent, N. Y. From Cape Vincent they take Boat to Kingston and to the Thousand Islands. They will return by the same route, and will be gone two weeks.

The following club runs have been called by the road officers of the Pennsylvania Bicycle Club for the balance of the month: August 4, King of Prussia via Gulf Mills, distance 28 miles; leave 10 o'clock. August 8, ladies' moonlight run out pike; leave 7:30 P. M. August 10 and 11, with Hudson County Wheelmen. August 18, Willow Grove; leave 9:30; distance 32 miles. August 25, Chester, leave 9:30; distance 28 miles.

TOURING COMPANION WANTED.

A. Nichols writes that he will tour in the Berkshire Hills and Vermont during the third or last week in August, and desires to hear from any wheelmen who would like to join him. The route will be from New York City to Hudson by steamer Saturday night, Aug. 17 or 24, as convenient, thence by wheel to Berkshire Hills and Vermont. Address 64 John Street, New York City.

The Pennsylvania Clubs' 5-mile road race for a challenge cup was run on the Lancaster pike last Saturday afternoon. The course was from General Wayne Hotel, on Bryn Mawr Avenue, to Ardmore, finishing at Overbrook. Messrs. Hill and Fuller objected to the course chosen and did not ride. S. Wallis Merrihew finished first in 16m. 30s.; B. Clarke, two minutes start, second; time, 18m. 45s.; B. F. McDaniels, scratch, 18m. 40s. Merrihew rode a light roadster, and McDaniels a safety.

George B. Hulberd, of the New York Social Club, and John B. Miley, of the Lambs' Club, on their way home from a spin up Riverside Drive Tuesday afternoon, ran into two bicycles and demolished them. The bicyclists were Isidore Lowenstein, of 122 East Fifty-ninth Street, and a young lady whose name could not be learned. Lowenstein's knee was slightly injured. The two club men were taken to the Arsenal, where Acting Captain Flock discharged them, as they promised to pay all the damages, and the bicyclists would make no charge.

The regular monthly meeting of the Board of Officers of the Massachusetts Division League of American Wheelmen was held August 3, at the Clarendon Hotel, Boston. Chief Consul Emery presided, and C. S. Howard served as Secretary pro tem. Among the representatives present were J. S. Dean, W. G. Kendall, C. G. Whitney and G. A. Perkins. The Chief Consul reported that the Division had a larger membership now than ever before. The nearest approach to the present membership was at the time of the L. A. W. meet in Boston, May, 1886. Messrs. Emery and Howard were appointed a committee to consider the advisability of publishing a hand book of the Division, which should include the constitution, by-laws, etc.—Globe.

WAIONTHAS BICYCLE CLUB'S RACE MEET.

The meet of this club will be held at Richfield Springs, N. Y., August 14. The following are the events: Fifty-mile road race, half-mile club novice, one-mile novice, three-mile lap race, fancy riding, five-mile L. A. W. State championship, one-mile tandem safety bicycle, one-mile team, one-mile safety, one-mile dash (ordinaries), one hundred yards slow race, one-mile Herkimer and Otsego Counties championship, two-mile open, half-mile obstruction race, consolation race.

Howard A. Smith & Co., Newark, N. J., have improved their Graphite for lubricating chains and bearings of bicycles, and safeties, until it seems to be perfect. All riders should have a bottle. *

W. G. Schack, of Buffalo, has an '89 mileage of 3,204.

The Pennsylvania State Division meet will be held September 2 at York, Pa.

Mr. and Mrs. W. I. Harris and Dr. Wells passed through Poughkeepsie on August 4.

The Binghamton Club will hold a meet September 10 and 11. Twelve events will be run each day.

Don't forget Schwalbach's entertainment at the Casino, 214 Fifth Avenue, Brooklyn, on Tuesday evening.

Messrs. Raymond and Potter, of the Brooklyn Bicycle Club, leave to-morrow for a tour in the Adirondacks.

John Van Benschoten, of Poughkeepsie, recently rode sixteen miles in 1h. 2m. 11s. Van Benschoten rides a 58-in. Expert.

There is talk at Poughkeepsie of holding a race meet this year, but there is so much moisture in the air that the chances are small.

Colie Bell, the Minneapolis racing man, has retired from the path, and has accepted a position with the Western Union Telegraph Co. at Olympia, Minn.

Your issue of June 28 was a great one. Let the good work go on! [Yes! Yes!—Ed.]

TAM O'SHANER.

Messrs. Schoverling, Daly & Gales report a continued demand for New Mail safeties. There are nine New Mail rear-drivers in the King's County Wheelmen's club-house.

The following members of the L. I. W. have made century runs during the year: Messrs. G. S. Teller, Wise, Alden, Parker, Schumacher, Schmid, Beecher, Ballard, Topping, Isaacs and Camonini.

W. J. Newman, Captain of the Cambridge Club, secured a cottage for the club's use at Cottage City. Captain Newman has called the following runs: August 18, Marblehead and Neck; August 25, Great Head.

Messrs. William Halpin & Co. are now promptly filling orders for Warwick safeties and ordinaries. The Warwick Cycle Co. have two gangs of men working day and night, and are rapidly catching up with orders.

The Coventry Machinists' Co., Limited, write: "Orders are away ahead of us on Swift safeties and Ladies' Swits. There is an unusual demand for Marlboro tricycles this season. The demand for the best never ceases."

Mr. Frank Eveland and wife, of the Hudson County Wheelman, have been spending a short vacation at Hyde Park, N. Y. Both ride safeties, and are enthusiastic over the good roads about Hyde Park and Poughkeepsie.

The Montreal Bicycle Club will hold their annual race meet on Saturday, August 24, at the new Montreal A. A. grounds. The track is a third of a mile, and protected from the wind. Races can be held on it rain or shine.

I am sorry to see the announcement in to-day's paper of the drowning of J. Purvis-Bruce. The wheeling world loses an enthusiastic rider and writer, and literature a promising devotee.

THEODORE W. ROBERTS.

Messrs. A. G. Spalding & Bros. have just delivered to Mr. J. D. Bell, of the Long Island Wheelmen, as fine a tricycle as we ever laid eyes on. It was built to Mr. Bell's order by the Overman Wheel Co. It is a three-track, with a special Victor spring-fork, 30-inch wheels, geared to 42, and built very narrow. The wheel weighs but 56 pounds, and will be used by Mrs. Bell.

Messrs. Powell and Beasley, K. C. W., spent Sunday and Monday at Patchogue. Beasley fished all day Monday and caught a lone sea robin. While out boating with a party of young ladies, one of them upset the boat for pastime—to hear the others scream. Mr. Beasley saved the lives of all the girls, and proved himself an expert and courageous swimmer. The water where the upset occurred was fully three feet, six inches deep.

G. M. Nisbett was elected captain of the New York Club on Wednesday evening, in place of J. M. McFadden, resigned. A new feature of the club-house is a choice collection of magazines, illustrated papers, etc. The club will turn out in force on Saturday afternoon to witness the race between W. C. Heydecker, N. Y. B. C., and Francis Thayer, Citizens' B. C. The start will be made from Tarrytown at 4 P. M., and the race will finish at 60th Street and Boulevard.

MR. VAN WAGONER'S CHALLENGE.

Messrs. Charles S. Davol of Warren, R. I., and Howard L. Perkins, of Providence, have made objections to the paragraph in last week's WHEEL, which characterized Van Wagoner's challenge as blatant, etc. They consider the paragraph in bad taste. We have again read Van Wagoner's challenge, and must reiterate that it is "blatant" and crude and reflects a boasting spirit. We are glad to publish Mr. Davol's and Mr. Perkins' statements that this is not true. Mr. Perkins states: "Van Wagoner is highly esteemed by all who know him in this vicinity. Mr. Van Wagoner had cause for wording his challenge as he did and as for his records they were made on the Providence track, and cannot be classed as backwoods records." Mr. Davol writes: "You will find Van a quiet, pleasant chap, with nothing to do but race. He wants to meet them all. There is not a brag in him that I ever noticed. I feel convinced that he could not have been in condition at the time of the Irvington-Wilburn road race. He recently went with a party to Westboro, Mass., to see 'Jack.' At two minutes of three he started from Boston, 31 miles, and kept an engagement at 5 o'clock, as the hotel clerk will testify; no sand-papered roads, but up hill and down. He has ridden twenty-five miles in better than 1h. 22m. over the Ocean Drive at Newport."

WANTED—Safety, any standard make, in first-class condition; will pay cash or exchange for 48-in ch Special Star of latest design, or will sell latter. Address, Finkel, 2497 8th Av.

BARGAIN—BRAND NEW SAFETY; best make. For sale cheap. Lamp, "Safe," care WHEEL tourists. "HINTS TO PROSPECTIVE CYCLING TOURISTS in England," by mail, 25c. "Care and Repair of Cycles," by mail, 10c. Stimson, Stamford, Conn.

ZOOK, Lititz, Pa.

Takes Cycles in payment for books, stationery, organs, pianos and miscellaneous goods. List free. Rare bargains in second-hand Wheels. Will trade a Tandem for a Safety. Advertising taken from newspaper men who wish mounts. One Buggy to trade.

Second-hand Machines, many like new, prices reasonable. Wheels to rent. Repairing and nickelling. Note our change of address.

NEW YORK BICYCLE CO.,

No. 4 East 60th Street, Fifth Avenue entrance to Central Park.

NOTICE.

TO MANUFACTURERS AND AGENTS.

LOUIS GLASEL & CO.,

COVENTRY, ENGLAND.

The Continental Cycles.

CHEAPEST AND BEST IN THE MARKET.

Safety No. 1, £9 - \$45.

BALLS THROUGHOUT, BEST MATERIAL. WORKMANSHIP GUARANTEED

L. GLASEL & CO.

All rough and finished parts also supplied at Rock-Bottom Prices.

Chains, Hubs, Pedals, Tires, Stampings, Lamps, Cement, Forks, Tubes, Rims, etc., all cheap for cash.

List free to Manufacturers' Agents. Prompt and best attention guaranteed.

NO CHEAP TALK BUT PLAIN FACTS.

"I say there is no need of a Safety being any heavier than an Ordinary, if properly made."

\$175 BUYS A PREMIER TANDEM SAFETY, ridden only a few times, acknowledged to be the best Tandem made. \$105 buys the latest Safety imported; diamond frame; ball bearing all round; all steel; no casting; and if you are ready to pay \$135 for a Safety, don't put it out for 50 to 58 lbs. of material, even if it is steel. Steel is cheap, but pay it for less weight, more skill, finer workmanship, less noise, less talk, and a machine, the moment you see it, you will join others, who know, in saying, well, we have struck perfection; and the machine is the "Catford Premier Safety, weighs 38 lbs., stronger than your 58 lb. machine and runs as easy again. Just call and see it. The Premier Cycles are sold by

W. J. NEWMAN,

Cycle dealer, Harvard Square, Cambridge, Mass.

Plenty of new and second-hand Safeties, Ordinaries and Tandems in stock. Call. Open evenings.

LONG ISLAND CYCLE CO.,

1150 Fulton Street,

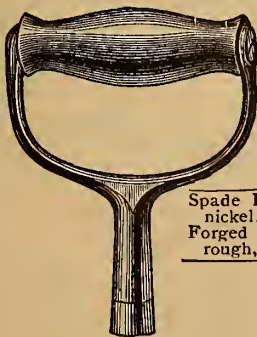
BROOKLYN, N. Y.

JOHN BERRY, - - Manager.

Cycles and Accessories.

Best makes of Wheels to Rent.

HIGH GRADE REPAIRING A SPECIALTY.



ELASTIC TIP CO., MANUFACTURERS OF

Bicycle Handles of Every Description.

BICYCLE TIRES, PEDAL RUBBERS, Etc.

Spade Handles complete, full nickel..... \$2.50 per pair.
Forged Steel Spades in the rough, with bolts and grips.. 2.00 " "

Spade Grips, Vulcanite, any style \$.50 per pair.
Soft Rubber Handles, Pear shape 1.50 " "
Tire Cement..... .25 " box.
Electric Tape..... .25 " roll.

Mould Work of any kind solicited.

THE ELASTIC TIP CO.,

RUBBER SPECIALTIES,

Send for wholesale price-list of Bicycle Tires, Etc.

Cor. Cornhill & Washlughton Sts., BOSTON, MASS.



FRONT VIEW

EVERY WHEELMAN AND ATHLETE SHOULD WEAR ONE.

Call's No. 5 Supporters (jock straps) with elastic back, lace front and adjustable back straps. A sure fit. Bicyclists who know the value of a light, easy and durable supporter, which opens back and front, will see the great advantage of this supporter. There is nothing in the back to interfere with the saddle, and no chance of chafing the wearer. No. 5 (same as cut), 75c. No. 6, with pockets on each side of lacing, \$1.00. No. 7, with hose supporter attached to sides (no pocket), \$1.00. No. 8, with pockets and hose supporter, \$1.25. Order by number and give tight measure top of hips. Post-paid on receipt of price.

S. B. CALL, 358 Main St., Springfield, Mass.



BACK VIEW

Bicycle Enamel

We manufacture the
BEST JET BLACK ENAMEL

IN THE
United States.
SAMPLE CAN BY MAIL, - 65c.

The trade should write for prices. It is a good seller and gives perfect satisfaction.

Send for our large catalogue of Bicycles, Lawn Tennis, Base Balls, Fishing Tackle, Nets, Seines, etc.

THE JOHN WILKINSON CO.

HARRY D. HEDGER,
Cycle Dealer & Repairer,
473 TREMONT STREET,
Boston, Mass.

Weldless Steel Tubes,

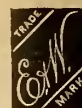
COLD DRAWN,
SMOOTH INSIDE AND OUTSIDE,
FOR CYCLES.

Imported and kept in stock by

JOHN S. LENG'S SON & CO.,
4 Fletcher Street, NEW YORK.

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

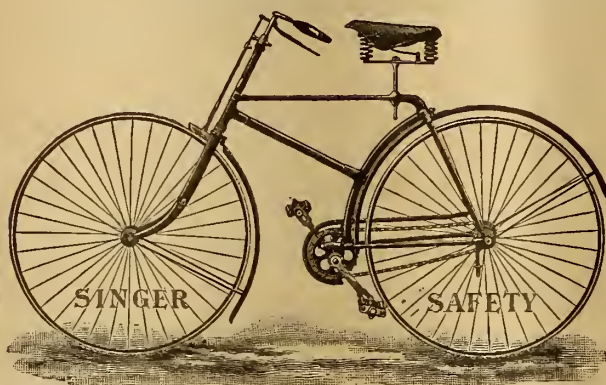
FOR SALE—A Springfield Roadster in A1 condition; ball bearings; has been used very little. Address John C. Robbins, Oneida Square, Utica, N. Y. tf



EARL & WILSON'S.
MEN'S LINEN COLLARS AND CUFFS
"ARE THE BEST"
FOR SALE EVERYWHERE.

SINGER CYCLES.

Over 60,000 in Use.



Specification.—30 inch wheels speeded to 57 in. (or 54 in.), patent spring wired tires ($\frac{7}{8}$ in. to back wheel, $\frac{3}{4}$ in. to front wheel), SINGER BALL STEERING, ball bearings to all running parts, including pedals, weldless steel tube frame handle-bar and forks, guard to both wheels and to chain, brake, foot-rests, lamp-holder, best combined saddle and spring, spanner, "Singer" ball pedals, etc. Enameled, and with parts plated.

Price, \$135.00.

W. S. Doane climbed Corey Hill, the 19th inst., three times in succession without a dismount, on a "Singer" Safety, geared to 57 inches, regular stock machine, $6\frac{1}{2}$ inch cranks, thus beating his own performance of last week. W. W. Stall, G. M. Worden and Asa Windle, witnessed the feat. A strong head wind was blowing at the time of the ascent.—*From Bi. W. & L. A. W. Bulletin, May 24, 1889.*

Buy the Best.

A FULL LINE OF SINGER CYCLES NOW IN STOCK.

GILBERT A. LITCHHULT,
352 Lenox Avenue, New York.

SCHOVERLING, DALY & GALES,

302 Broadway, New York,

SOLE NEW YORK AGENTS FOR THE

NEW MAIL SAFETY.

Only Safety with Trigwell's Ball-Head Spring Fork. Very easy, and preventing vibration. Tangent spokes. All parts interchangeable. Rear wheel 30, front 32 inches. Gear, 54.

QUADRANT SAFETY.

The lightest and strongest full roadster Safety at the "Stanley Show, 1889." Simple and perfect adjustment to driving wheel. Adjustable handle. Saddle adjustable both for height and weight. Rear wheel, 26 inch; front, 30 inch. Gears 52 and 55. Weight, 43 lbs.

Full Line of Sundries. Send for Bicycle Catalogue.

AMATEUR**PHOTOGRAPHERS**

Send Stamp for our Special Photographic Catalogue.

For country and seaside get one of
our No. 3 Premier Outfits.

Price \$10 complete, with Chemicals.

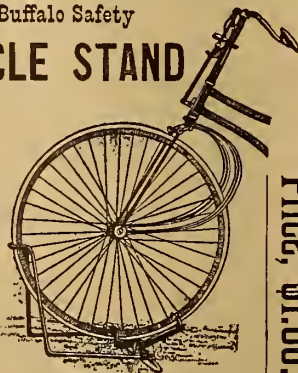
A. G. Spalding & Bros.,
NEW YORK AND CHICAGO.

FOR YOUR SAFETY.

The Buffalo Safety

BICYCLE STAND

Firm, Strong, Portable.



Price, \$1.00.

A. G. SPALDING & BROS.,
Sole Agents,
NEW YORK AND CHICAGO.
The Trade Supplied.

A. G. Spalding & Bros.,

Makers of the Official L. A. W. Sundries.

Caps.	League Regulation.....	\$1.25
	League Regulation.....	2.00
Shirts.	No. XX Fine Cheviot for hot-weather wear.....	1.00
Stockings.	Our celebrated Linen Sole Stocking, League color.....	1.00
	No. X Silk, Edge's League color, white centre, Snake Buckle.....	.50
Belts.	No. XX Worsted Solid, League color, Snake Buckle.....	.40
Shoes.	Our new L. A. W. Kangaroo Shoe, hand-made, light, strong, elastic.....	5.00
	No. 1, Canvas, leather trimmings.....	8.50

Sent post-paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

A. G. Spalding & Bros.,

241 Broadway, New York;

108 Madison St., Chicago.