

THE WHEEL

—AND—

CYCLING TRADE REVIEW,

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F. P. PRIAL, Editor and Proprietor

23 Park Row,

P. O. Box 444, New York.

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

I consider THE WHEEL the most intelligently edited cycling paper published.

G. S. TELLER, Captain, L. I. W.

I consider THE WHEEL the best paper of the kind in this country.

FRANK H. RICH,
Jackson, Mich.

TAM O'SHANTER sends us the last paper on the "Elwell Tour," which broke up at Cologne, the members of the party to travel to the four winds; some to hurry back to the grind of business, some to still further "do" Europe, others to rush back to dear "Paree." The tour has been the most successful ever organized, and Elwell has proven himself a general on the road. Some personal rivalry between the *Wheeling* "crowd" and the *Cyclist* "crowd" momentarily shadowed the pleasure of the tourists, but they swept on, all unmindful of and without entangling themselves with the local squabble. It remained for Jo. Pennell to assure us that Elwell was "all right." The reception given to the tourists from the time they set foot on the Emerald Isle until they disbanded was most flattering, not only to the tourists, but to all American cyclists. The party will return with new vigor and broader views of men, women and things.

IN the ranks of wheelmen are a very large number of men who have taken to the sport for health's sake. We know that many of them are interested in all matters relating to health and to the upbuilding of the physique. No doubt many of them have run across articles on the newly discovered "elixir of life," alleged. Out of the hundreds of papers which come into this office we have clipped everything we could find, and, after careful perusal, have come to these conclusions: Doctor Brown-Sequard, an eminent French physician of unimpeachable integrity and reputation, has been conducting experiments based on facts which could only be properly stated in the columns of a medical journal. Taking certain parts of young guinea pigs, dogs or lambs, he has pulverized them, and, with the addition of some water, has obtained a fluid which he injects hypermodically, about thirty drops at a time, on three or four consecutive days. This injection has practically the

effect of a powerful stimulant. It has a general revivifying effect upon the system, and old people are practically rejuvenated, but as soon as the fluid injection is discontinued the subject returns to his former normal condition. The doctor has discovered, in effect, a powerful tonic, which might be used to tide over the crisis of a severe illness, or might be employed when the use of solid food would be advisable, or when the introduction of food into the stomach is impossible. It has yet to be decided whether, by a continued use of the stimulating injection infirm people can rebuild their system to the point when the injection would be no longer necessary. We agree with Doctor Brown-Sequard's conclusion that that is improbable, that all must obey the laws of nature, which demand disintegration.

WHEN the Elwell party were in England, some comment was made on the style, or rather lack of style, of their cycling garments. It is, therefore, amusing to learn that some smart Englishmen, not too provincial to fail to catch on to a good thing, are now riding without coats. Our correspondent, Free Lance, writes as follows:

"The English tourist a-wheel seem to have caught on to the free-and-easy style of their late visitors, the Elwell party, and many riders are now seen looking cool and happy in their shirts, who a short time ago would have thought it almost indecent to be met on the road without their heavy C. T. C. jackets on."

A RATE of a fare and a third for the round trip has been obtained for all wheelmen who attend the New York State Division Meet over the roads of the Eastern Association of Trunk Lines. It should be borne in mind by all wheelmen that no man should take advantage of this system unless he intends to return on his ticket. The Transportation Committee have agreed to redeem at the full rate all return tickets found in the hands of scalpers.

A NOTE OF WARNING.

DON'T LET THE BOYS RIDE TOO MUCH.

A little incident that occurred in this city recently is pertinent to the ever recurring discussion of the injurious results of bicycle riding. At the examination of candidates for Congressman Spooner's appointment of a cadet to the United States Naval Academy four candidates turned up, unusually small number, by the way, for this district. Three of the candidates were disqualified on their physical examination. They were young fellows 15 or 16 years old, and the trouble was varicose. The examination disclosed that it was caused in each case by bicycle riding. The doctors are of the broadest minded of their profession, and to a member of the board of examination on the studies, himself a cyclist, they gave it as their opinion that while bicycle riding was one of the most healthful of recreations it was not exempt from the rule of all athletes, that it must not be indulged too persistently by youthful and undeveloped lads. The incident is, of course, no more an argument for the injurious effects of the pastime than is the argument against rowing that it develops stoop shoulders, or any other similar claims that may be brought against any athletic sport, indoor or outdoor. At the same time it points the moral that care should be taken in the use of the wheel by young riders, as well as in the practice of any athletics by young riders. The modern system of gymnasium instruction recognizes this very principle of youthful exercise, but a great many little fellows are no doubt riding their bicycles immoderately, and parents should exercise discretion in permitting their little sons and daughters the use of the wheel.—*Providence Sunday Journal*.

TRIBUTE TO "JACK."

Sad news the above will be to all who knew Bruce personally, as well as to the thousands that knew him by his brilliant writings. A sad and curious coincidence was the receipt of the telegram of inquiry from J. R. Stockdale, of Minneapolis, the previous week, where Bruce's death had been rumored (the one used in W. C. Co.'s advertisement in *Bicycling World*). Stockdale was an old chum of Bruce's when the latter lived in Minneapolis, and the poor fellow will be heartily mourned by all who knew him there. At such times it is that one feels an inability to say anything adequate to the occasion, and can only repeat the old and trite truth that the best are those chosen to go first. Perhaps, if Bruce's own views on the subject could be known, he would have preferred to die at the hands of one of the most cruel forces of that Nature he loved so well. Cycling and sporting journals will feel his loss keenly, for, like Fitz Greene Halleck, he filled a place peculiarly his own. Writers may come and go, but we shall never have another "Jack" to send in his jottings.

Sadly,

L. B. G.

COTTAGE CITY MEET.

A large number of Boston cyclists left for Cottage City on the afternoon of the 7th. Chief Consul Emery and Abbott Bassett looked after the party, among whom were members of the Cambridge B. C., Somerville B. C. and Boston Club. A number of ladies were with the party. The meet was the annual gathering of the Providence and Massachusetts Divisions of the L. A. W.

MASSACHUSETTS BUSINESS MEET.

The Massachusetts Division held its annual business meet on the morning of the 8th, Chief Consul Emery presiding. Charles S. Howard, of Boston, was elected Secretary and Treasurer. The membership was reported as numbering 1,444.

THE LANTERN PARADE.

In the evening a lantern parade was held in which 200 wheelmen took part. The men formed at 8:30 at the Oak Bluff's club-house. The route was through the principal streets, which were lined with spectators. Many of the houses were illuminated in honor of the cyclists. Sterling Elliott, of Newton, received first prize for the most elaborate display, and Mr. Phillips, of Providence, second prize. On the whole, the Rhode Island Division outdid the Massachusetts boys. C. H. Luscomb, President of the L. A. W., was Chief Marshal and Consul George W. Smith was Adjutant. George S. Perkins, of Cambridge, was Marshal of the Massachusetts Division and J. A. Youngman, of Providence, commanded the Rhode Island Division. The judges were A. S. Mott, J. S. Dean and W. H. Emery.

A game of ball was played between a picked nine, composed of wheelmen and the *Martha's Vineyard Herald's*, resulting in a score of 12 to 2 in favor of the latter. The picked nine was captained by Mr. Bean, of Cambridge.

THE RACE MEET.

The races were held on the afternoon of the 10th, around Island Park, a path a trifle less than a mile around, with two sharp turns which prohibited fast work. A large number of people were present. The officials were: Referee, C. H. Luscomb, President L. A. W.; judges—J. R. Dunn, First Vice-President L. A. W.; Albert Mott, E. E. Dow; timers—C. S. Howard, Boston; G. C. Newell, Providence; W. W. Share, Brooklyn; starter—W. M. Francis, Hartford; clerk of the course—W. S. Doane, Dorchester. The events: One mile, open—First prize, gold medal; second prize, silver medal. Entries—F. A. Delabarre, Conway; T. J. Kerr, Worcester; T. L. Connelly, Dorchester; B. T. Bruse, Providence. First, Delabarre, 3m.; second, Bruse, 3m. 4½s.

The events resulted as follows:

One mile Safety.—First prize, gold medal; second prize, silver medal. Entries—William Van Wagoner, Newport; F. L. Olmstead, Jr., Brookline; W. E. McCune, First, Van Wagoner, 3m. 8 1-5s.; second, Olmstead, Jr., 3m. 13s. Half mile, open.—First prize, gold medal; second prize, silver medal. Entries—T. L. Connelly, Dorchester; K. L. Culver, Springfield; A. H. Morse, Hyde Park. First, Morse, 1m. 20 3-5s.; second, Culver, 1m. 33s. Half mile, boy's race (boys under 12).—Entries—Frank Phillips, Albert Van Vleck. First, Phillips, 1m. 41 3-5s.; second, Van Vleck, 1m. 43s. One mile championship, Massachusetts and Rhode Island meet.—First prize, gold medal; second prize, silver medal. Entries—Van Wagoner, F. A. Delabarre, Conway; C. A. Culver, Springfield. First, F. A. Delabarre, 2m. 49 1-5s.; Van Wagoner, second, 2m. 52s.

Safety race.—Entries—Newman and Burns, Cambridge; Van Wagoner, Newport, and Lakey, Providence, R. I.; Jewett and Nash, Cambridge. First, Van Wagoner and Lakey, 3m. 3 3-5s.; second, Newman and Burns, 3m. 9s.

WASHINGTON PAVEMENT.

Asphalt was first laid in Washington on M Street, in 1873 at a cost of \$3.50 per yard; present cost of asphalt, \$2 to \$2.25 per yard. An official report of Washington pavements contains the following interesting facts: Of the concrete pavement there are three kinds—the standard sheet asphalt, the coal-tar distillate and the asphalt blocks. Of the former, up to 1888, there are 31.8 miles. With this Pennsylvania Avenue, from the Capitol to the Treasury, is paved, and also Sixteenth Street. It costs about \$2.25 per square yard. Owing to a recent act of Congress, however, prohibiting more than \$2 per square yard to be paid for paving, the standard sheet has been compelled to give way to coal distillate, which is somewhat cheaper. Of this there are 37½ miles, all of which have been put down in comparatively recent years. Coal-tar distillate costs \$2 per square yard and is superior to the standard sheet asphalt as a paving material, in that the different layers of its composition adhere more closely, and render it less liable to wavy indentations than the latter. It is inferior, however, in being more liable to softening by a high temperature. Of asphalt blocks there are little more than five miles already laid, and what has been tried has developed remarkably good qualities, and much more will be laid in the future. In the last ten years over \$3,500,000 has been expended for street improvements, and during the present year over \$75,000 was appropriated for streets. Besides making the necessary repairs this will make about fourteen miles of additional streets to be constructed. The cobblestone pavements, of which there are 12½ miles in the city, are being replaced by asphalt and granite as speedily as possible, and before very long will have entirely disappeared.

The death of few men connected with the cycle profession and sport to-day, would bring so closely a sense of personal loss to the cyclists of two nations as has the death of J. Purvis Bruce, who was drowned last Sunday. With an extraordinarily wide personal acquaintance for so young a man, thousands of cyclists who had never seen him had come to look upon "Jack" as an intimate friend, whom it would be queer if they did not recognize and greet on sight, just as queer if he should not return the greeting promptly and without surprise. Magnetic and charmingly feeling must have been the personality of this man, who could make thousands who knew him only in his free and hearty writings, with their inevitable germ of a liberal philosophy, feel a fondness for him. "Jack" was the kind of man that a work-a-day world can ill spare. He was eminently a young man, light-hearted, genial, active of body and mind, a gentleman by instincts and education, a man who must have been a delightful element in a social gathering; the kind of fellow one never thinks of as ever growing old—or dying.—*Providence Sunday Journal*.

NEW YORK STATE MEET.

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.

COMMITTEES.

EXECUTIVE COMMITTEE.

M. L. Bridgman, 1255 Bedford Avenue, Brooklyn, Chairman.
W. H. DeGraaf, 47 West Fourteenth Street, Treasurer.
I. M. Shaw, 19 West Fifty-third Street, New York City, Secretary.
A. B. Barkman, 241 Broadway, New York City.
C. C. Alden, 6 Wall Street, New York City.

SUB-COMMITTEES.

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 Parry, W. H. DeGraaf, 47 West Fourteenth Street; Bert Cole, 62 Hanson Place, Brooklyn.

PROGRAMME.

FRIDAY, SEPTEMBER 13.

Morning—Reception of visitors.
Afternoon—Runs, Central Park, Yorkers, etc.
" —Board of Officers meet, Grand Union Hotel, 5:30 P. M.
Night—Theatre Party, New York City.

SATURDAY, SEPTEMBER 14.

Morning—Parade in Central Park.
Afternoon—Run to Brooklyn.
" —Board of Officers meet, Brooklyn Club House, 2:30 P. M.
" —Regular Division Meeting at Brooklyn Club House, 3 P. M.
" —Photograph at Prospect Park, 4 P. M.
" —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.

TRANSPORTATION.

All members attending the Annual Meet of the New York State Division are entitled to transportation for round trip at the rate of a fare and one-third from points on the following railroads:

Baltimore & Ohio (Parkersburg, Bellaire and Wheeling, and east thereof).
Baltimore & Potomac (Parkersburg, Bellaire and Wheeling, and east thereof).
Bennington & Rutland.
Buffalo, Rochester & Pittsburg.
Camden & Atlantic.
Central of New Jersey.
Central Vermont.
Delaware & Hudson Canal Co.
Delaware, Lackawanna & Western.
Elmira, Cortland & Northern.
Fitchburg, Cortland & Northern.
Lehigh Valley.
New York Central & Hudson River.
New York, Lake Erie & Western.
New York, Ontario & Western.
Northern Central.
Pennsylvania (except locally between Philadelphia and New York).
Philadelphia and Erie.
Philadelphia & Reading (except locally between Philadelphia and New York).
Philadelphia, Wilmington & Baltimore.
Rome, Watertown & Ogdensburg (except on Phoenix Line stations between Syracuse and Oswego).
Shenandoah Valley.
Western New York & Pennsylvania.
West Jersey.
West Shore.

The tickets are to be purchased on the certificate plan, which is as follows: Each person desiring transportation

at reduced rate will apply to the undersigned, who will issue a certificate, which the holder will present to the ticket agent in purchasing ticket. The ticket agent will indorse the certificate, certifying that the holder has purchased one full rate ticket to New York, and on arrival here, by presenting to the undersigned, the certificates will be duly indorsed, certifying that the holder has attended the meeting, and when presented to a ticket agent in New York for any of the above railroads will entitle him to transportation for the return trip at one-third fare.

In granting this concession, the Trunk Line Association do so on the condition that I will guarantee to redeem, at full fare, any tickets procured by persons attending our meeting that may be found in the hands of scalpers after adjournment. It is therefore necessary that the tickets issued on the certificates should be used only by our members attending the meeting and not sold to scalpers.

Yours respectfully, GEO. R. BIDWELL,
Com. Transportation, L. A. W.
313 West Fifty-eighth Street, New York City.

COMMITTEE MEETING AT GRAND UNION HOTEL, AUGUST 9.

An enthusiastic meeting was held at the Grand Union last Friday night. Besides the General Committee of Arrangements, a number of sub-committee men and prominent club men were present, as follows: Messrs. Bridgman (Chairman), Shaw, DeGraaf, Newbourg, Miller, Powers, Newcome, Sheehan, Prial, Fuller, Clarke, Findlay, Nisbett and Shriver.

A letter of acceptance from Mr. Bull was received. L. A. Clarke, Citizens' Club, was appointed Chairman of the Reception Committee. Mr. John C. Gulick resigned from the General Committee, and at a subsequent meeting Mr. C. C. Alden, L. I. W., was elected to fill the vacancy.

A letter from G. R. Bidwell, Chairman of the Transportation Committee, was read. It contained the list of railroads which had agreed to allow a reduced rate of a fare and a third for round trip ticket to all wheelmen who attend the meet. The letter is published elsewhere in this paper.

It was decided to give two prizes for the best showing made in the parade, one for competition among the local clubs, and one for competition among the visiting clubs.

Slight alteration was made in the programme, which will be found above, as corrected and finally decided upon. An inquiry was received in regard to the race meet. The committee desire it to be generally known that it was impossible to hold a race meet on Friday with any hope of success, and that no grounds could be secured for Saturday. From the reports made by the various committee chairmen, it was seen that all the men are working earnestly, and that the meet cannot fail to be a success.

In accordance with the request of Chief Consul Bull we send copies of this week's WHEEL to all League members in the State, to inform them in brief of the programme which will be arranged for their entertainment on September 13 and 14. Later, about September 1, an official programme will be mailed to each member of the Division.

A glance over the programme printed above will show that a unique entertainment will be provided. During the month of September the weather in New York is superb, and a two days' outing in town will be a treat to any man. The committees are hard at work, and arrangements will be made for the reception and care of visitors, that confusion, rush and discomfort will be avoided.

The Reception Committee will have men stationed at all the principal railroad and steamboat terminals for Thursday evening until all the visitors may be presumed to have arrived. They will be shown to the various hotels, and will not be discommoded by their wheels, which will be stored near the park, right at the commencement of our riding district.

On Friday afternoon informal runs will take place in the park and on the adjacent drives. The park on a September afternoon is a picture. It has very fine natural beauty, and this is enhanced by the stream of pleasure vehicles which glide along the main driveways from three until six o'clock. The roads are splendidly surfaced, with no mentionable grades. From the park one may ride without a dismount over the Riverside Drive, an avenue of much beauty,

stretching three miles along the Hudson. On the one side are many residences of great architectural beauty, on the other as fine a view as can be shown in this country. At the end of the Drive is situated Grant's Tomb, which will interest all visitors.

On Friday evening a mammoth theatre party will be held, at what theatre it has not yet been decided. The entire house will be bought up for the evening, and the show in the orchestra should rival the stage performance. The theatre party is a great institution, and no one should miss it. After the performance the local clubs will keep open house, and visitors will have an opportunity to inspect the club-houses and to make many friends among New York cyclists.

On Saturday morning the feature will be the parade, which will take place in the Park and in some of the principal uptown streets. The last parade held in New York was the greatest event of the kind ever held in this country, the appearance of the men and the uniformity of the club costumes making a splendid show. After the parade, the men will ride directly to the ferry, and will be landed in Brooklyn, where dinner will be served.

The business meeting will be held at the Brooklyn Club-house, followed by a photograph in Prospect Park and a run to Coney Island. We shall not attempt to describe the beauties of this resort here. The wheelmen will have dinner, will hear the concert at Gilmore's, and see the fireworks in Paine's inclosure. But there are a million more things to be seen at the Island, and this part of the entertainment cannot fail of being a grand success.

On Sunday a number of runs will be held. We want you, one and all, down here to the meet; not only cyclists of New York State, but from all parts of the country.

Canary sailed from England August 7.

Akron has nine lady safety riders—six unmarried, three married.

The New York Herald is agitating new pavements for the Boulevards.

Did you ever see such a column of fixtures? Who says that racing is on the decline.

A photograph of Lumsden, the Chicago crack, will be published in next week's WHEEL.

W. H. DeGraaf holds the record from Tarrytown to Yonkers, 11½ miles, in 50 minutes.

Candidly, did you ever see a cycling paper so crammed full of stuff? Worth a dollar a year, is it not?

The Prospect Harriers' games will be held at 2:30 P. M. to-morrow at Washington Park. A bicycle race is on the programme.

An addition to the office staff of THE WHEEL will give the editor more time and energy to push the paper still further along the pathway.

Mr. and Mrs. W. E. Smith, of Washington, are on a brief visit to Chicago, where they will do some riding. They left Washington yesterday morning.

The Capital Cycle Co. have a lot of tall wheels which they are clearing out at low prices. A postal will secure a list of wheels, descriptions and prices.

Harper's Weekly of August 10 has a four-page illustrated supplement on "Roads and Road-making." It is nice, interesting and valuable to any man interested in roads.

The Board of Health of Memphis will report the cyclists of that city as public nuisances. They claim that the new club uniform is ruining the eyesight of the Memphis people. A number have already taken to blue glasses and green blinders.

In the August Century, Jo. and Mrs. Jo. Pennell have a delightful article on the Thames, "the stream of pleasure." Jo's sketches are wonderfully fine for black and white work, and Mrs. Pennell's letter-press is simple, clear and relishable, as usual.

As one of New York's lady bicycle riders was gliding along the Ocean Boulevard, at Coney Island, on Sunday last, a woman shouted out to her in a voice reeking with prudence, sanctimoniousness and shame for her sex: "Shame on you, woman." Poor woman!

W. H. DeGraaf, L. A. Newcome and one or two other wheelmen will leave New York on Saturday morning, August 31, and ride to Canajoharie, about 220 miles. They expect to reach Canajoharie on Monday night. They will forward dispatches to the New York World from different points on the route.

Cleopatra, Queen of Sheba, Solomon in all his glory and the lily of the field are nowhere—for, list! A new club was organized at Memphis, July 31, with Julius Seelig, President; C. R. Scott, Vice-President, and R. N. Whitmore, Secretary-Treasurer. It was decided to get a club uniform of black velvet knee-pants with black silk hose, orange cap and belt, striped sack coat and patent leather lace shoes, cut low.

WARWICK

WARWICK CYCLE MFG. CO., SPRINGFIELD, MASS.

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SPRINGFIELD,
MASS.



W. F. MURPHY,

Kings County Wheelmen.

Winner of the Twenty-five Mile Road Race, May 30, 1889.

THE ELWELL TOURISTS IN GERMANY.

GERMAN ROADS MONOTONOUSLY FLAT.

EDITOR OF THE WHEEL:

The end of my last epistle, if I remember correctly, marked the beginning of the tour in Germany, and of the "descent on the other side" from the summit of a cycling paradise. Germany is all right, and there is no fault to be found with it, but if you are about to tour through Germany and Switzerland, be sure you take the countries in the order mentioned, or the former will have but a small place in your heart and memory when you have finished. As far as simple traveling on the road is concerned, Germany is fully equal to Switzerland, for the German roads, although not possessing as fine a surface, are as flat as a pancake from morning until night. They are monotonously flat! After a day or two of this sort of traveling, anything in the line of hills, from a covered ditch to an Eagle Rock, would be hailed with joy and ridden and re-ridden—encored, you know.

In point of grand scenery and pleasant surroundings, however, Germany is to Switzerland as a free lunch is to a Stanley Club dinner. By this it is not meant that the party found no pretty scenery nor interesting cities in Germany; far from it. But Switzerland just captured us by storm. It is not that we love Germany less, but Switzerland more.

The party has made better time and longer runs here than in any other country. At twelve minutes past ten on Sunday, July 21, the party (having collected their twenty francs at the Swiss custom house) crossed over a small stream and halted at the German station on the other side, nearly every one in Bismarck's territory for the first time in their lives. Up to this time there had during the morning been a great deal of talk and discussion as to what right the German or any other government had to tax our wheels. Some wanted to "bluff 'em"; some declared our safeties "vehicle," and "Henry George" talked a great deal about our being "free-born American citizens," all of which proved unnecessary, for the portly official, on our showing a willingness to be inspected and taxed, smiled blandly and signified that we might pass on. Giving three cheers for "his nobbs," we did so in such haste that we got started on the wrong road, a fact which was discovered after we had been traveling nearly an hour, and produced a loud and general "cussing."

A GRAND FOURTEEN-MILE COAST.

Titisee was eventually reached and dinner eaten, after which we plunged into the heart of the Black Forest—the magnificent Hölenthal. For fourteen miles not a pedal was touched, and all the time we were coasting through scenery wild and grand enough to lead one to imagine himself in the middle of the Rocky Mountains and facing west. Coasting through these deep gorges and rocky cañons at a two-minute gait, expecting every minute to shoot off into nowhere, beats champagne for exhilaration every time.

THE GERMAN IDEA OF HOSPITALITY.

At Freiburg we pulled up for the night. Freiburg is an old and interesting German city, and contains quite a number of cyclists. We have since then made up our minds that it was very fortunate that these gentlemen did not know we were in town until the following morning, as they then told us that they would have gotten up some entertainment for us had they known we were there. The way Dutch cyclists get up "some entertainment" for visitors consists of taking them to their club-room and placing before each of them on a table a huge mug (mug? yes, *hub*!) of German beer, which he is expected to drain every time any one says, "Your health," which is twice per minute on an average. Shades of Bacchus! The quantity of beer a German youth can get into his skin in one short hour is little less than a miracle. If a member of the party should be unfortunate enough to get entangled in one of these expressions of cordiality, he would not be able to ride for a week. The Frankfurt and Mayence boys both extended very cordial invitations to visit their cities, but the route-book says "No."

The ride from Freiburg to Strassburg, in striking contrast with the day before, was hot, dry and uninteresting until within the limits of the latter city. The entrance to Strassburg must be made with strict attention to your p's and q's. We thought we had seen soldiers in England and France, but the larger German cities are positively swarming with them. In riding in we passed over a pontoon bridge, and for half an hour steadily rode through fortification after fortification, and past file after file of the defenders of beer and pretzels. At a dozen different times we thought ourselves going wrong, but inquiry showed our path to be straight ahead up to some cannon's mouth. Uncle Sam had better keep his eyes open! These fellows seem just spoiling for a fight, and we did not feel safe until securely within the walls of our hotel.

AT STRASSBURG.

Strassburg is a very quaint old place, and brings up recollections of John L. Stoddard very clearly. It is very easy here to give credence to the pretty little legends of the storks which they used to tell us in our childhood, for the birds are to be seen here on every hand, walking about the alleyways and perched on one long leg on their nests high up on the chimney tops. It is really a wonderful sight. Looking down on the housetops from the top of the spire of the famous cathedral, a hundred of these odd-looking bipeds could be easily counted.

In the morning we shopped and saw the sights, including, of course, the famous clock, the *pièce de résistance* of the city. Strassburg is one of those fine old places where you feel perfectly at home, and as though you would "like to stay a week."

After lunch we started for Baden Baden, or, as they call it here, simply Baden. It rained four times before we got there! Losing one's temper does not change the elements, and we were obliged to "do the way they do in Spain." We stood it the more good-naturedly as the visitations of *agua pura* on our heads have been exceedingly few of late. During the first shower we sought refuge in a brewery and destroyed its net earnings for 1889. Baden, although excessively gay and popular, is not the naughty city it was in days gone by. The gaming tables, they say, are abolished, and we looked—with regretful faces, I'm afraid—about the garden and into the great hall where once the steady calls of "rouge" and "noir" held hundreds captive. We decided amongst ourselves that, judging from the looks

of some of the characters to be seen about the place, it would not be so very hard to hunt up a "little game" even at this late day.

WHAT DID THE BAND PLAY?

The local cyclists exerted themselves quite a little on our behalf. At the grand concert in the evening the band played the "Star Spangled Banner" in our honor. We applauded vigorously and they played "Yankee Doodle," at which our delight found vent in cheers and yells. In the morning, accompanied by half a dozen of the Baden Club, we started out in the rain for Heidelberg, sixty miles distant. Old Sol bobbed up serenely at ten o'clock, and we had a fine run to the city of student duels (with mug as well as sword), whither we arrived about four.

Everyone was disappointed in Heidelberg. The castle is a very interesting old ruin, but otherwise the town was a complete failure. No students to be seen, no immense assortment of meerschaum pipes and loud neckties, no music, no life and no activity. We looked in vain for something of interest, and were not a bit sorry to mount the wheel for Wiesbaden at an early hour the next morning. The wind blew a gale, but was slightly in our favor, so no complaint was heard. We had worms for dinner. I mean we stopped for dinner at Worms. We sat over two hours and were only able to get our soup and two courses. We gave up in despair and took to the road.

ALONG THE RHINE.

At Mayence we commenced our run beside the Rhine, and have not been out of sight of it since. Wiesbaden is a fashionable resort, famous for its springs and baths, and is full of first-class hotels and elegant dwellings. Our hotel here was evidently not in the habit of accommodating American cyclists, and in sizing up our appetites they fell woefully short. An excellent sandwich dispensary opposite saved us from a cruel death. There is nothing of interest at Wiesbaden save its society, and we were soon on the way to Coblenz via Bingen. This day a young Dakota blizzard met us full in the face. Oh! my knees ache at the thoughts of that steady grind; six miles an hour about the best that could be done. We passed through Johannisberg and Reudersheim, celebrated for their fine wines. As we see their hillside covered with green grapes we vow that the next time we travel through this district it shall be a month later in the season.

THE GRAPE-CLAD HILLS, BINGEN, "GERMANIA."

From the latter place we take the train up the hillside to the newly erected German monument, "Germania," erected in honor of the soldiers who died in '71. At Reudersheim we cross the Rhine to "Dear Bingen," familiar to the mind of every schoolboy. Our visit here was rather peculiar. We were all rather tired, owing to the wind, and as we sat at dinner a steamer headed for Coblenz came slowly down the river. Every one ate in silence, with his eye on that boat. She swung slowly up to the landing, and still they ate. She made fast, and the boys began to hitch away from the table. With one accord fifteen of them rose, grasped their wheels and made a rush for that steamer!

At Coblenz the principal excitement consisted of hunting up meerschaum pipes. The pipe-fever has broken out on the party in its most violent form. One and all are in search of meerschaums. Little crowds of three or four stroll up and down the streets and salute each other with: "Struck any pipes cheap?" "Jack" has got a dozen, "Pedals" has twenty or so, and the others from one to ten apiece. The aggregate assortment of the whole crowd would fit up a wholesale store in good style. They cost a little more than half of the American price for the same goods. In the beer-gardens and beer-halls most excellent music is discoursed free of charge. In Coblenz we listened the entire evening, gratis, to a Hungarian Gypsy Band that was far superior to a concert by a similar band of performers which I paid a dollar to hear, just before leaving my native hearth.

The run to Cologne was to have been our last day together on the wheel, as the original idea was to take steamer from there to Rotterdam, where the trip was to end, and each go where fancy led him. Later on, "the management" decided to have the trip end at Cologne, as this point seemed better suited to the divers paths of the majority. The Saturday (the 27th) on which we were to ride from Coblenz to Cologne, however, proved a nasty day, and all but eight decided at once to go by steamer to the latter place.

"Kirk" is the hero of the party, having ridden his wheel every inch of the trip. Several others deserve honorable mention for the plucky manner in which they have stuck to the road, through all sorts of conditions of weather and going. Amongst these are White, Elwell, Schneider, Levy, Riley and Fessenden. The sail down the Rhine is truly charming even on a drizzly, windy day. We glide in and out amongst such well-known and legend-haunted spots as the Mouse Tower, Schomburg and Rhinefels Castles, the Lorelei rock and the Ehrenbreitstein fortifications. This trip, and indeed our whole tour, has been intimately associated with the charming (?) society of scores of newly married couples. We see them everywhere and meet them at every turn, Switzerland and the Rhine being especially adapted to their wants. We have seen them at all the various stages of their honeymoon, from the time when they can't and won't make any effort to conceal their mutual affection from the public gaze, to the time when they begin to want to act like old staggers, but can't. They made us blush at first, but we have now become inured to their billing and cooing and have come to regard them as one of "the customs of the country."

COLOGNE, THE END OF THE JOURNEY.

We arrived in Cologne (its name may be spelled in seven different ways, from Köln to Cologne) in rags and tatters—dead broke, but enthusiastic over the cause which has reduced us to this extremity—i. e., cycling. Undergarments have gradually come to be looked upon as luxuries for the use of the nobility only, and a whole pair of shoes or stockings is not to be seen in the party. My necktie for the past week has been put to the vile use of a substitute for suspenders, and I think others have gone the same way. The only way we can change stockings is to change from one foot to the other, and our outside garments are in various stages of decay.

One and all received a new remittance at Cologne, and hastened to pay up their little account with Treasurer Higgins. In spite of all this, for the past two months a more happy and careless set of young fellows could not be found, and it is with feelings of more than regret that we heard Higgins announce at dinner to day: "It's my painful duty to remind you that after this meal everyone is to pay his own bills. The tour, as far as we are concerned, is at an end." I do assure you that there is a set of very

long faces in the smoking-room downstairs at this moment. At dinner, speeches were made by Elwell and Beal, after which it was voted to form into a permanent society, of which Mr. S. B. Phillips, of Portland, was elected Historian and Secretary, and a committee to devise a badge, consisting of Elwell, Collins and Beal, was appointed.

FINIS.

And thus the great Elwell European Touring Party, the greatest and grandest tour a wheel ever devised, comes to an end, as all things must, and quietly sinks into its place in cycling history. That it has been a success in every particular, far beyond the most sanguine hopes of its participants and management, needs but a glance at the brown cheeks and clear eyes of the members to prove. Not a man but what will tell you that it is the event of his life, and that he is healthier, wealthier and wiser in an hundred-fold can be found; and this trip has demonstrated to a greater extent the possibilities of cycline and the pleasures of touring than any event since bicycling moved from theory into practice. A hasty canvass of the party shows the following to be the dates on which the various members turn their faces homeward:

August 3, on the Etruria—Estabrook, Wentworth and Phillips.

August 17, on the Umbria—Coke, Higgins, Palmer and Seavey.

August 21, on the Lahn—Bennett and Buttolph.

August 21, on the City of Paris—Brinsmade, Breed, Shannon, D. Krumm, W. Krumm and Reilly.

August 24, on the Servia—White, Levy, Roseboom and Schneider.

September 18, on the City of Paris—Elwell, Beal and Wilson.

Undecided—Fessenden, Kirk, Nussle and Cooper.

To stay in Paris—Collins.

Selah!

TAM O'SHANTER.

FRAUD!

EDITOR OF THE WHEEL:

Your editorial in the issue of THE WHEEL of July 26, headed "And Thereby Hangs a Tale," would have been much more pointed if you told where the illustrations of the *Gazette* came from. The one marked "A. C. Banker" is the picture of J. H. Adams, of England, and appeared in the issue of *Bicycling News* September 8, 1888. "On the Home-stretch, Half-mile dash," appeared in *B. N.* November 10, 1888, and represented "Fred Wood, the professional, on his favorite track." The picture labeled "W. I. Wilhelm" appeared in *B. N.* September 15, 1888, and is a picture of W. F. Ball, of the Speedwell Club, England. The picture of the start of the one-mile L. A. W. championship appeared in *B. N.* September 29, 1888, and represented the start of a race at Copenhagen, on the Continent. In the original there is a safety man on the inside, which was cut out of the *Gazette* picture; in this picture Teddy Mayes is on the outside.

San Francisco, August 2, 1889.

TWO MILES A MINUTE.

THE SPEED ATTAINED ON A CIRCULAR TRACK BY A THREE-TON ELECTRIC MOTOR.

BALTIMORE, August 6.—On a two-mile circular track the startling speed of two miles a minute was this morning maintained for about ten miles by the three-ton motor of the Electro-Automatic Transit Company, of Baltimore City, at their grounds at Laurel, Md. This speed equaled three miles per minute on a straight track. David G. Weems, the inventor, conducted the experiments. The company will build at once a five-mile circular track on Long Island to demonstrate the practicability of the electric passenger system and also the automatic system which was tried to-day, and is intended only for light express packages, mail matters and newspapers.—*Baltimore Sun*.

BICYCLES AND TRICYCLES, 1889.

BY H. H. GRIFFIN.

H. H. Griffin has just issued his "Bicycles and Tricycles of the Year 1889." This is the twelfth year of the publication of the book. It is a well-bound, paper-covered book of about one hundred pages.

In the preface Mr. Griffin notes the decline of the ordinary and the increasing popularity of the rear-driving safety. He also reports a great trade increase, these being makers alone in the London district. No reference is made to ladies' bicycles.

From the introduction we learn that 90 per cent. of all bicycles now being manufactured are dwarfs, that the best frames in use, according to Mr. Griffin, are the braced diamond pattern and the triangular rear frame.

The author describes ninety-four different patterns of bicycles and fifty one tricycles, and yet these are merely "selected." Many of the descriptions are illustrated. Price, one shilling. L. Upcott Gill, 170 Strand, W. C., publisher.

W. F. MURPHY.

On the preceding page we publish a photograph of W. F. Murphy, the prominent path and road racing man of the Kings County Wheelmen. Murphy began riding in 1884, during which year he rode 500 miles. In the early part of 1888 he made a month's record of 1,210 miles, and afterwards rode 1,440 miles in 22 days in July. In October he rode 1,700 miles in 27 days, or 170 hours actual riding time, including five century runs.

Murphy is strongly built, about 5 feet 7 inches in height and weighs 150 pounds. Murphy has made good pace on the path, and now divides road with path racing. His principal race was on May 30, when he won first prize in the local 25-mile road race, finishing in 1h. 32m. 13s.

THE NEW YORK CITY PAVEMENTS.

Professor J. S. Newberry, of the Columbia College School of Mines, has been making a careful examination of the street pavement used in some of the principal European cities. The Professor's views on the cheapness, practicability and advantages of asphalt are given below:

"The result of the experience of the last ten years has clearly shown that the pavement made with Trinidad asphalt is equal to any in the world and superior to any other kind of pavement in use. Its excellences, cleanliness, silence and salubrity are so apparent that no argument is now needed to enforce them; to these may be added, and placed first in the list, *economy*; for it costs as little and lasts as long any other good pavement, and is much less trying to horses, vehicles and human nerves. It is rapidly growing in favor, and it is not too much to say that it is the pavement of the future, and is destined in most localities to supersede all other kinds.

"In a recent visit to Washington I found some of the streets in a bad condition. Even on Fourteenth Street, in front of the Treasury Building, the asphalt pavement is full of holes, and the condition of this great thoroughfare has led to an opinion which I found quite prevalent, that asphalt was only adapted to streets where the traffic was not great and the vehicles were light. This is a mistake, however. There is no street in America or elsewhere in the world that has as much traffic as Cheapside, London, and among the vehicles which pass through it are omnibuses, loaded with passengers inside and on top, carts of all descriptions, and, heaviest of all, the trucks of the great brewers, with their enormous horses and tons of ale and porter. And yet Cheapside is paved with asphalt, and is as smooth as a house floor. The secret of its perfection is the thorough manner in which the pavement is laid and the incessant care given to it. In nothing is the axiom truer than in the asphalt pavements, 'that a stitch in time saves nine.' The material has little hardness, and if from irregular settling of the roadbed or local violence a break occurs, the passing wheels rapidly shear off the sides of the hole and it soon assumes formidable dimensions. In London this is prevented by constant watchfulness; persons are employed to traverse the streets with a light repairing outfit, and wherever a defect is observed this is patched at once, and so effectually that the spot cannot be distinguished. The contractors who lay the pavements agree to keep them in order for fifteen years at a price which does not average more than a few cents a square yard.

"Our people seem to think that no pavement is a good one unless when once laid it will forever take care of itself; but there is no such pavement. Even our rough stone roadways would pay excellent interest on the expenditure necessary for constant inspection and repairs promptly made when needed.

"One great difficulty stands in the way of the improvement of the pavements in the City of New York, and that is the frequency with which they are torn up for the purpose of laying new lines of gas, water or steam pipes, or for the repair of such pipes when broken or frozen. The depth to which frost penetrates the ground in our severe winters seems to make it necessary that our pavements, as at present laid, should be frequently torn up, and until more care is given to the removal and replacement of the pavement it is impossible that we should have smooth roadways. This evil could have been in a large degree obviated by sinking the pipes beyond the reach of the frost, but from the connections already made this would now be a matter of extreme difficulty, and it is even probable that we can never have a satisfactory system of paving until common subways shall be constructed to receive all the pipes and where they may be accessible without tearing up the streets. In the new streets opened in our rapidly growing cities the construction of such subways is possible, and would prove not only a great convenience to the population, but a substantial economy. In the older streets the cost and inconvenience would be much greater, but the difficulty is not here insurmountable, and the benefits would far more than compensate for the cost."

INTERESTING FACTS AND FIGURES ABOUT NEW YORK'S PAVEMENTS.

If there is any city in the country which can afford to be well paved it is New York. The fact that our population is more condensed than any other is well known, but the extent of this condensation is not generally realized. Philadelphia, with a population little more than half that of New York, has a street mileage three times as great. Excluding the unpaved portions of both cities, which is greater in Philadelphia than in New York, her mileage of pavements is more than nine hundred; ours is less than four hundred. New York can afford asphalt better than Philadelphia can afford cobblestones.

In pleading for better pavements we have urged the examples of the smaller cities of Washington, Buffalo, Cincinnati and Columbus. Compare for a moment their wealth and total street mileage as given in the last census:

	Valuation.	Street mileage.	Valuation per mile.
Washington	\$99,000,000	230	\$430,000
Buffalo	83,000,000	330	250,000
Cincinnati	169,000,000	402	400,000
Columbus	27,000,000	141	120,000
New York	1,094,000,000	565	1,910,000

The wealth of New York per mile of streets is more than four times as great as any one of these cities, and sixteen times as great as that of one of them. The burden of taxation which asphalt pavements would impose upon New York would be at the worst but a small fraction of that which it imposes upon these smaller cities.

But the reality of the burden is not only to be doubted but to be absolutely denied. In Columbus the miles of asphalt pavements which it had in 1880 were all laid on the petition of the majority of the abutting land owners, though the entire cost of pavement was assessed against their land. They believed that the pavement added more than its cost to the value of their property. The asphalt was regarded not as a burden but as an investment.

If, then, the asphalt pavements can be looked upon as worth their entire cost to the abutting land owners, what must be said of their value as an investment to the city at large? In speaking of the street mileage of New York, we have included that of the annexed district. When we con-

sider New York to Manhattan Island, where its population and wealth are practically confined, we find its mileage reduced to 384. Should asphalt cost \$40,000 per mile, every street in our city, including the worst tenement-house section and the long stretch of shanty town, could be paved for \$15,000,000. If, as Captain Green estimates, the annual saving in the cost of transportation should be \$5,000,000, or should it be but \$2,000,000, the investment would be one of the finest ever contemplated by any city.

This morning's papers tell of the sale of our three per cent. bonds at a premium. When we remember that our tax-rate is two per cent., it becomes evident how soon our city gets its return upon money put into street improvement, which increases the value of its land and leads to the increased building of costly residences. By all means let the \$6,000,000 which we have for street improvement be put into asphalt.—*Evening Post.*

TO PAVE THE BOULEVARD WITH ASPHALT.

The good feeling is spreading, and it will not be long before all the fine residence streets of the city will be paved with the asphalt. The *Herald* and *World* have both called attention to the vile condition of the Boulevard, and as soon as the property owners agree this much-neglected drive will be properly surfaced. From the *World* we republish the following:

"Commissioner Gilroy has reported in favor of asphalt, only he does not wish to take upon himself the responsibility of having it laid until after this district is built up. But owners of property and their tenants ask for it this year, and the Board of Estimate and Apportionment will decide it at their next meeting. Asphalt was at one time in disfavor as a pavement, because so many mixtures of tar and sand had been laid down here which were fraudulent and worthless, but as now laid down by some of the contracting companies it is the model pavement."

"If the controversy goes on much longer it will be shown that granite blocks are the worst, instead of the most durable. Besides this, it is impossible to pave the Boulevard with granite. The grade of the Boulevard has been fixed by law, and cannot be altered. There is the foundation of stone and concrete, the best ever laid anywhere—twenty inches thick. Upon this they laid about two inches of gravel, which has been ground up and blown away, and the empty space—two to three inches—is just what is needed to be cleared out and filled up with asphalt. To lay granite blocks requires that one-half the present foundation should be cut away. This is almost impossible, as it has become cemented into a solid rock. The granite blocks cannot be laid on top of it. The foundation must be cut away to let them in, for the top of the blocks must not come above the established grade; besides, even if it were possible, it would necessitate the raising of the curb and all the sidewalks, which would interfere with stoops and areas already built. Now, who could, or even would, cut off or dig out this foundation? It cost \$500,000 a mile, and is too solid to be disturbed. It is the most costly foundation ever laid in this city or in any city. Half a million dollars a mile for the curb and sidewalks on the Boulevard and the foundation only for a pavement! It is three or four times as much as was spent on the best pavement ever laid on Fifth Avenue or on Broadway. No one is going to destroy it. We have had the foundation and the promise of a pavement, and now we want the pavement itself. Look at the thousands of new houses. Ladies come up to buy or rent. They get to this Boulevard and turn around and go home again. They cannot get across. It is almost a quarter of a century since the work on the Grand Boulevard was begun, and over eighteen years since we were assessed for its paving. Thus far, for our money, we have got only a concrete foundation and a promise. Tenth and Ninth avenues were cut through ten years later, but they were paved and are now well built up, and their improvements bring the city of New York annually a handsome revenue in taxes, while the Grand Boulevard, this magnificent 150-foot avenue, which was laid out by widening the old Bloomingdale Road and Eleventh Avenue at a first cost of \$6,106,537.91, has remained neglected and hardly occupied, paying the city very little in taxes and to its owners bringing only new assessments. To-day its filthy, unkempt condition is a ruin to itself and a barrier to the marvelous improvements westward of it. It looks just as the outskirts of old New York must have looked one hundred years ago, before the passage of the 'bog ordinance,' when our ancestors used to put their garbage and their pigs into the street together.

"Here is a strip of land which for two hundred years has been known as the 'garden,' the 'tenderloin' of Manhattan Island—once the abode of the Livingstons, the Apthorps, the Van der Heuvels, the De Lanceys, the Clendennings and others. Through it ran the celebrated fourteen-mile drive to Claremont, over which Washington daily drove his coach-and-six while he lived here as President. It has had more money spent upon it, at the cost of the owners, than any other similar section of our city. It has the benefit of the high-water service and the finest sewerage system in any city; high, dry land, with parks on either side, no unhealthy manufactures, but the broad Hudson and the beautiful scenery beyond it. Its natural advantages, with the energy of a few builders, have increased its taxes more than 100 per cent. in the last ten years, and it is bound to be in the near future the great residence section of our city. The Twelfth, Nineteenth and Twenty-second wards now pay over 40 per cent. of all the taxes of New York City, and now out of this year's \$1,000,000 appropriation we think the west side is entitled to its fair share. It will take something like \$350,000 to pave the Boulevard, an avenue 150 feet wide and five miles long, with the best asphalt pavement, with a substantial guarantee to keep it in order five years. The city could make no better investment than to provide the citizens of the west side with a civilized pavement on this Boulevard, the leading artery of west side travel and progress.

"Commissioner Gilroy recommends asphalt pavement in the future, but we want it now, right away, if it is to do any good by improving the streets and thereby improving the character of the new buildings. He is right as to an asphalt pavement, for it is the cheapest, best and, in fact, the only pavement that can be put upon the present foundation. It is smooth and pleasant to drive upon, easily kept clean and repaired; is a sanitary pavement, needs no watering, and its durability, when properly laid, under the heaviest truckage has been tested with the most satisfactory results. Any money spent in repairing the Boulevard with the old gravel

surface would be money thrown away. If the Boulevard is not paved that section of the city will not be built up in thirty years. So, is it any wonder that we, who are now paying such a large proportion of the city's taxes, claim our fair share of this \$1,000,000 appropriation? Will the money, spent as has been suggested on downtown streets, improve the character of the architecture of the buildings already up or their occupation, or increase the city's taxes? But if this same sum which it is proposed to spend on the downtown streets is laid out in paving the Boulevard and other leading uptown avenues, it will be a stimulus to an improvement in the style of the buildings (for the owners are waiting for the pavement), and the valuations will so increase that in a few years the Twelfth, Nineteenth and Twenty-second wards will be paying taxes on \$1,000,000,000 valuation instead of \$517,000,000 as now, and this is where the benefit comes to the downtown property-owners in relieving them from taxation.

"This pavement will not, like the downtown streets, have to be taken up, for the sidewalks are twenty-five feet wide, and all the sewers and pipes are laid under them. When laid it will stay laid. If the Boulevard is paved it will tend to the carrying out its original design—that it should be an avenue of the finest private dwellings and public buildings. We want to save it from becoming a street of tenement houses. It can be made as grand and imposing a street as any of the boulevards in Paris, and that will make a great difference in the taxes it pays to the city. Twenty years ago property below Forty-second Street paid three-fourths of the taxes; now 60 per cent. is paid by property above Twenty-third Street.

"Yet, what is all this about? Only getting a street paved! They are paving ordinary streets by the hundred every season, and we ask a pavement for the finest street in the city—the future pride of New York, now in such a pitiable condition—and that after the owners have paid for it!

"Why should not the City set the example now of giving this great street the most perfect pavement, and start the builders in making the grandest improvements, so as to get a fine street lined with magnificent buildings before the World's Fair comes in 1892? A petition has been sent to the Board of Estimate and Apportionment from about three hundred owners and occupants of property on and near the Boulevard, all approving of asphalt pavement, and now I have before me a petition headed by the Livery Stable Keepers' Association and the various proprietors of livery and road stables and all the riding-school stables, petitioning for this same asphalt pavement, as they think the present condition of the Boulevard is dangerous and a continual expense to them in repairs to carriages.

"From this you will see that this is not a question alone for us who are property owners on the West side, but it benefits the city at large and the next generation who will throng the West side for their residences."

THE PATENT SPRING WIRED TIRES.

HOOKEHAM'S PATENT.

Messrs. Singer & Co., 6 and 8 Berkeley Street, Boston, Mass., have secured the right to manufacture and sell this new tire, and will apply it to their wheels. We give a technical description of the device.

The main advantages claimed are:

- 1st. The tire cannot come off accidentally.
- 2d. The tire is compressed instead of stretched.
- 3d. The tire is more elastic.

As this is an entire novelty, a somewhat full description of it will be necessary.

The wire is a special quality of spring wire of great strength and is of spiral form.

It is of sufficient length to lie in the bottom of the U felloe, and it is then passed through a small hole in the centre of the tire. The ends of the wire are joined by merely interlacing the corrugations, and this makes a joint which is absolutely impossible to stretch or separate accidentally, and thus one great difficulty is overcome. The ends of the tire itself are joined by a solution which is perfectly reliable, but the tire being longer than the circumference of the felloe, the compression is really sufficient to keep the ends of the tire together.

As the wire is only of the length of the bottom of the U felloe, in order to get the tire into its place, the wire must be stretched over the edge of the felloe. This is done by means of a screw apparatus, which springs the corrugations of the wire, and when the tire is in its place, they spring back sharply to their original position. Owing to the corrugations firmly embedding themselves in the tire, another great difficulty is overcome, viz., the cutting of the tire, which proved unavoidable when a straight wire was used.

The tire is in a 30-inch wheel, about 4 inches longer than the circumference of the felloe, instead of being several inches shorter, as in the case of ordinary tires, which require to be stretched on. Hence the tire cannot easily cut, and any cut made will close up at once. It is claimed there is a marked difference in the elasticity of the tire, which is of great advantage. While the tire cannot possibly come off accidentally, the tension of the wire is so arranged that it allows the tire to be pushed aside sufficiently to enable a spoke to be put in when required, a point of some importance. No cement is required, except for the purpose of preventing the entrance of wet between the tire and the rim, and in order to move any part of the tire, a little heat will therefore be necessary.

TWO OF A KIND.

Ralph Temple is a nice young man for a small tea party. If Ralph comes as a trick rider or as a man of business, I daresay he will be tolerably well received by those with whom he may come in contact; but he must pardon us if we are a little shy of him as a racing man. He and Morgan have been as well treated in Ireland as was possible. They came as racing men, and, believing that they were genuine and straight, we welcomed them. But we did not know the inner Temple then. We know now that Temple and Morgan were parties to a racing swindle which was carried out in such a deliberate fashion and on so large a scale as to beat all records—at least all discovered records, for there may have been greater swindles of which we never heard. They say that Temple is going to race in England. Who will believe in such racing? I have often said what I thought about professional racing, and now I am more convinced than ever that it cannot be relied on or taken seriously. When the American tourists were here everybody remarked that they did not talk too much in a conversational way, but on one point they were eloquent enough, and that was the downfall of professional racing in America. They all agreed that Morgan had killed the game, and we must admit that it would be queer if it were otherwise.—*The Irish Athletic and Cycling News.*

DISTRICT OF COLUMBIA DIVISION RUN.

Takoma Park is a beautiful suburban village, situated six miles from Washington, and has long been a favorite "run" for Washington wheelmen, as the road, out Fourteenth Street, Whitney Avenue and Seventh Street, past the Soldiers' Home, is one of the best to be found about Washington. The village of Takoma, is one of the prettiest of the many suburban villages surrounding Washington, and the inhabitants are composed of some of the best business people in the city. They are noted for the splendid manner in which they entertain visitors, and the members of the D. C. Division of the League are willing to testify to the above.

At the annual meeting of the Division, held a few weeks since, the Chief Consul suggested the idea of having monthly "runs" during the summer, the idea being that it would not only prove pleasant to the members, but would induce other wheelmen to join the Division, and thus swell the membership. The first run was called for last Wednesday evening to Takoma Park. As soon as the citizens of the village learned that the Division would visit their city, they sent word that if we would postpone the trip until Thursday evening they would give us an ice-cream festival, or something of the sort. This invitation was accepted, and the "run" postponed. On Thursday evening the boys assembled at Iowa Circle, and at seven o'clock started by two, one hundred strong. A perfect line was maintained until we arrived at the outskirts of the village, where every man dismounted and lighted his lamp. We then wheeled into the village, with whistles blowing and bells ringing, but not a word was spoken, thus making a sort of respectable "racket."

The sight was a very pretty one, as the long line of lights, outlined by the woods, came winding down the hill into Takoma. We dismounted in front of the Union Chapel, a beautiful structure recently erected, and still unfinished, and were greeted by the ladies and gentlemen, who gave us a hearty welcome and invited us into the chapel. Not a man in the party had an idea of what was coming, and we only supposed that we were to be entertained with ice cream, cake and lemonade. We soon discovered that the Takomans are not built that way, but provided an entertainment that was decidedly novel to say the least. Judge of our surprise when they ushered us into the lower room of the chapel, seated us in uniform order, and called us to order by the sound of the gavel (a combination of fruit can and shot), in the hands of Mr. B. H. Warner, one of Washington's best known business men and a citizen of Takoma. He announced that we "Common Council" of the city of Takoma would now come to order. He immediately called for the report of the Committee on Ways and Means. The Chairman arose, and after making an elaborate report, said that the committee strongly recommended the formation of a militia for the protection of the city against the surrounding villages, and moved that such a militia be at once organized. This motion was unanimously carried amid great enthusiasm, and the name of General Kniffin was at once proposed for the office of Commander-in-Chief. The General was immediately elected unanimously. (It is a characteristic of the Takomans to be unanimous in everything). The General arose and thanked the members for the \$5,000 salary connected with the office. He said he was especially pleased at securing such a remunerative office without being compelled to pass the civil service examination. About two dozen colonels were then elected, and some one proposed that all the wheelmen present be elected majors. This was carried without a dissenting voice. Mayor Heaton then presented the freedom of the city to Chief Consul Atwater in a magnificent crystal casket (a bottle of sand) beautifully inscribed. The Chief Consul was not prepared for a speech, but managed to thank the Mayor and the citizens for the splendid hospitality we had received, and stated that every wheelman present would always have a warm spot in his heart for the citizens of Takoma.

Councilman Yeatman then presented the Chief Consul with a key to the gates of the city. Said key is a ponderous looking affair and is warranted to wind up any watch that it will fit. Consul Atwater replied to Councilman Yeatman and was immediately elected a colonel of the militia. The following is a copy of his commission:

"United States of America, City of Takoma, District of Columbia. Greeting: Know all men, that I, Chas. M. Heaton, Jr., Mayor of Takoma, reposing special trust and confidence in Geo. S. Atwater, and considering him the possessor of suitable qualifications for such office, do hereby appoint him as a colonel in the militia of Takoma, at an annual salary of \$2,000, to be collected by himself from such citizens as may desire to contribute thereto. Done at Takoma, which is six miles from Washington, this 8th day of August, 1889. C. M. Heaton, Jr., Mayor. Approved, B. W. Warner Duke, of Shadyside, Chairman Common Council. P. S.—According to the laws of Takoma, the party hereby commissioned is required to put one dollar, or more if he desires, in the enclosed envelope and mail it for the benefit of the Union Chapel. This Chapel is for the use of all denominations."

All the above is printed on fine paper, handsomely decorated and surmounted with the great and only American eagle. A committee was then appointed to devise means to fill the ranks with privates, and a suggestion was made to use the wheels for privates, for the reason that every one present, and in fact every citizen of Takoma, had already been supplied with an office, and it was thought that the wheels were the only "things" present who would not object to filling such a position. After several speeches by the citizens and a few of the wheelmen, the meeting was adjourned. The fun was immense and beyond my power to describe. The manner in which the chair "put the question" was novel, and I think Cushing's manual could take points from Chairman Warner. All the speeches were full of humor and every one present was in a continual roar of laughter. Coming in the nature of a surprise, as it did, the whole proceedings were heartily enjoyed by all, and the occasion will long be remembered as the most enjoyable evening ever spent by the Washington wheelmen.

After the adjournment the ice cream and cake was discussed, and the pretty girls of the village (and, by the way, there are plenty of them) took good care to see that our plates were well supplied, and made us all wish we were "dressed up" in our good clothes. Everything seemed to smile on us. The moon was beautiful, the roads magnificent, the reception hearty, and, in fact, everything was so enjoyable that the boys are ready to respond to Chairman Warner's kind invitation to make Takoma the next run. We left Takoma about eleven o'clock with bright memories of our visit, and with a hearty cheer for the Takomans and their beautiful village.

This run has done a great amount of good for the Division, and it has already caused a number of riders to send in their applications. Our Division is different from the others, in several respects. In the first place, it is purely local. That is, we have only one city where any wheeling is done, and, as the streets are so fine, the riders do not see the necessity for joining any organization, and, as a rule, they know very little about the League and care less. Now, if we can keep up this series of runs, and show ourselves occasionally, it will not be long before the riders begin to see that there is some good to be derived from League membership, and we will soon have a very large membership. Let the good work proceed.

The new officers for the coming year are as follows: Chief Consul, Geo. S. Atwater (re-elected); N. MacDaniels, Vice-Consul; Wm. H. Stearns, Secretary-Treasurer, and Chas. Neil, Representative. A good deal of work has been planned for the coming year, and I think it will not be long before the District will compare favorably with the others.

Washington, August 13, 1889.

NATIONAL.

OUR TAKOMA PARK RUN.

All day long the boys were talking, cleaning wheels and filling lamps, getting ready for the first moonlight run of the L. A. W. Division of the District of Columbia. Soon the hour arrives, and "Our Crowd" leave for the start, at Iowa Circle. We find about one hundred cyclists already assembled at the circle—a jolly crowd, but very orderly. No "Annie Laurie" or "He's all right" business. The ladies did not show up very heavy, as Mrs. Chas. Smith and Mrs. Frank McGlathery were the only representatives of the hundreds of lady cyclists in Washington. They were given places of honor at the lead.

Chief Consul Atwater and Secretary-Treasurer Sterns were very much inclined to be frisky. Atwater's perpetual smile was something wonderful, and Sterns just bubbled over with joy. The cause was a new tandem safety. The wheel has been on exhibition all season, but George had had it shaved and generally cleaned up. Mr. and Mrs. McGlathery were also on a tandem.

Mrs. Charlie Smith was smiling on all. She is our favorite: always in for a run and always on time, her little 33-pound Dart looking as if Mr. Charlie had sat up all night to shine the nickel.

Well, we got away, riding out 14th Street, up the long hill, then across country, arriving at Takoma amid a clatter of bells and screeching of whistles. We were taken into the City Council as active members for the night, and all enjoyed an hour with Takoma's people, who, for large-heartedness and good nature, can give even St. Louis a tip.

After the meeting we were waited upon by the belles of the city with ice-cream and cake at fifteen cents per wait. The night was perfect, the moon glorious and, taken as a whole, the run was a grand success. The run was suggested by C. H. Plumb, who knows a thing or two about good times.

One thing I think very queer is the condition in which dealers let out renting wheels. One of the tandems had no brake. It ran away, coming home, on a steep hill, struck a large stone and threw both riders, Mr. McGlathery being knocked senseless, besides being badly cut; Mrs. McGlathery badly bruised on her arm and side.

Mr. W. H. Teller was a very prominent figure on the run. Teller rides a 63 Club, without a step, and when he does the pedal mount the way that 30-inch leg sails up through space is something awful. His partner, G. W. Kossacks, is always doing the shadow act on a 51-inch Mail. They are a great pair. B. H. Warner, chairman of the Council, is a daisy. Give him room and he will be President.

Messrs. J. B. Johnson, Irwin and Arthur Woods, the Illinois tourists, who arrived last Wednesday, were along. They have come from Jacksonville, Ill.

C. H.

TACOMA, WASHINGTON.

Bicycling is again forgotten and our thoughts are with the sufferers of Spokane Falls, for that thriving and beautiful city has been visited by a conflagration that is proportionately greater and more destructive than the fires that crippled Seattle and Vancouver. The city of Spokane Falls was a very lively place and cycling was on the boom among its residents. It is to be hoped the indefatigable Spokane people will assert themselves as did the residents of the other burned cities and build even a more substantial city than of old.

Among the new projects here is an athletic track, and I sincerely hope those directly interested will succeed in their endeavors. If the cyclists of Tacoma and Seattle had a good track to practice upon, and on which to hold competitions, I know well we would surpass some of our Eastern cousins. As road scorches we can hold our own, as Halsted will affirm, having arrived at that conclusion by close observation and closer competition. Speaking of racing, I might allude to the fact that Halsted is trying to arrange a series of races between Portland and Tacoma teams, and his suggestions are to-day being considered by the Portland Club. Dr. Miller, Secretary of the Oregon Bicycle Club, of Portland, thought it would be an excellent idea to hold the entertainment during the Industrial Fair week, to be held in that city during the latter part of September.

Next week Halsted and Prince Wells start on their trip through Washington and Oregon, which they expect will cover about two weeks, as they will stop at all of the towns on the railroad, big and small, to show the people what can be done on a bicycle. Besides the exhibitions at Wells, "Heller, Jr.," the magician, will accompany them to still further mystify the aborigines with his sleight-of-hand manoeuvres. Halsted will act in the capacity of "fast" man of the crowd, and although only a few races have been booked so far, others will probably bob up.

On the 16th, 17th and 18th of September the firemen's tournament takes place, and in conjunction with the firemen's races a bicycle race will probably be arranged between Prince Wells and Halsted for quarter-mile heats. So much has been said in regard to the respective sporting abilities of these two riders, that this race will be watched with great interest, as each of them has many friends who will back them. While Prince is the favorite for a race of this distance, nevertheless the constituents of Halsted claim he usually gets there when called upon. On Sunday last Dave Huntington, Scott, Halsted and Wells rode to

Puyallup, where they spent the afternoon—and all the money they had. Both Huntington and Scott showed remarkable improvement for such novices, and greatly surprised the older riders. They will jump to the front some of these days and prove themselves second "Windsles." August 6, 1889. SNOHOMISH.

LANCASTER, PA.

Already are we looking forward with interest to the big "meet" in New York in 1892, an event that will commemorate the completion of another great cycle, the fourth century run made notable by the genius of the illustrious Genoise. New York is the place beyond question. It is eminently fitting that the congress of nations should assemble in the metropolis of the country, where all who will may see "Liberty enlightening the world." No other city possesses like facilities for making the affair a great success. Besides, the honor cannot be given to St. Louis when Chicago wants it, and *vice versa*. So keep quiet, you two twin-sisters rival belles that you are, and let your big Knickerbocker brother manage the affair, and a share of the glory will be yours as well.

As the holding of the World's Fair is not yet very close at hand, great advances will probably be made in cycle construction. That the best efforts of the manufacturers will be put forth is quite certain, and that they will produce something wonderful seems almost as certain.

The Lancaster tournament is a thing of the past, and road-riding is now the hobby, and wheelmen may be met at almost every turn. Right. May they increase and multiply until they become as numerous—I will not say as the leaves of the forest, for they pile into each other in the fall. I will be moderate and say, until tens become hundreds. It is a pleasure and a delight to see the wheels go round, no matter who makes or who sells them. Of course we all have our preferences, and mine is—

I understand that the Lancaster boys are looking forward to a run to Mt. Gretna, a place where half a dozen picnics can be accommodated at one time without interfering with each other, or with the great military encampment now being held there. The place is fast becoming the most popular resort in Eastern Pennsylvania. Besides its great natural advantages, its popularity is greatly owing to the efforts of its big-hearted and liberal owner, Mr. Coleman, who spares no pains or expense in making it an honor to the State. The latest improvement is a N. G. R. R. to Gov. Dick, the highest point on the mountain. From the observatory the grandest views may be obtained. Please don't misinterpret the meaning of those initials and confound the first two with the n. g. usually applied to a low-grade bicycle, or a rider of the same degree.

That veteran wheelman, Martin Rudy, his wife and three gentlemen friends took a run to Lititz this afternoon, where they had tea. Mr. John G. Zook kindly took the party in hand and chaperoned it about the village and over some of the best roads in the vicinity. The lady rode her bicycle the whole sixteen miles, and climbed all the hills, except the redoubtable Kissel hill. She is also a marvelous coaster, and on the level she made the slow ones of the party hustle to keep up. By-the-way, she is the first and only lady member of the L. A. W. in this city.

August 9, 1889.

TENTONE.

ERIE, PA.

Every one who has a wheel is pretty sure to use it now. We are having—borrow from Tam O'Shanter—"an uninterrupted stretch of atmospherical pie." The streets are fairly alive with wheels, and one may stand on the corner of Eight and Sassafras any day, between the hours of 12 and 1, and count them by the dozen. Men, women and children! Bicycles, tricycles and tandems! All go. But the funniest of all is the boy with the velocipede. You run across him everywhere, and the gymnastic feats a No. 10 boy will perform on a No. 2 velocipede, are something wonderful.

Last week a notice appeared in the *Herald*, to the effect that Saturday evening's issue would contain a history of bicycling in Erie, together with a list of riders and kind of wheel used by each. The article was crowded out of Saturday's paper and appeared Monday evening of this week, but I am informed by some of the boys who profess to know, that it was "mangled" beyond recognition.

As an act of justice and courtesy, the different agents here were asked to give to the writer of the article a list of the riders to whom they had sold wheels, with kind and style of wheel. It seems that after the article was sent to the *Herald*, it was discovered that the "Columbia" showed up altogether too often in the list, so the make was left out entirely, and only the words "safety" and "ordinary" used. The club boys, one and all, irrespective of the kind of machine they use, are "hot," and it will be a long time before the *Herald* has another such opportunity to make itself popular among the wheelmen of Erie. N.

August 7, 1889.

CINCINNATI.

I have just received a programme of the fall races of the Hamilton County Fair and send you a copy of same. All the entries are not in, but among those that are entered are Frank Kappes, Wise, Foddy, Burroughs Bros., Colling and J. H. Hatfield. The Athletic Club race comes off tomorrow at the Oakley full-mile track, and they are making it attractive by sending out cards to other riders to accompany them, as the track is about seven miles from the city, and all that go are assured of a good time.

Last Sunday I took a spin over some of the roads in Kentucky, just across the river from us, and must say if all the roads in other localities were as good as these roads, the bicycle manufacturers would have to increase their facilities. The Lexington Pike is finely macadamized and somewhat up hill for about fifteen miles, but after that it becomes level and smooth as any one could wish. It will well repay any one to take the trouble to climb the hills for the pleasure of the long coast back home again.

I wonder what has become of the Kentons from over the river. I never hear anything more of them. Wake up, boys, and make the woods howl.

We have at last a lady rider, and I can say it pleases the boys to see Mr. B. and wife spinning along on their Columbia tandem. Why don't Krienan do likewise? Bert Levi has shaken his wheel and now does all his riding on foot.

SAFETY.

Cincinnati, August 10, 1889.

SAN FRANCISCO.

The racing season is about over in this part of the State. Sacramento will hold its annual meet on some morning during the State Fair, early in September, and it is expected that a large delegation of local riders will attend. Many riders are away touring, and some, including Captain Cox, C. A. Howard and W. A. Searles, are at a fashionable seaside resort.

The run of the Bay City Wheelmen on July 28 was a most enjoyable one, but it was eclipsed on the 5th inst. by the picnic run, that, for variety, could hardly be equalled anywhere. The members of the club and four of the Oak Leaf Wheelmen, of Stockton, who were their guests, left this city at 8:30, and riding leisurely down the Bay road reached San Mateo (twenty miles) at 11:30. The run was met a short distance from town by S. H. Knapp, Jr., of the Commissary Department, and the usual refreshments in the shape of milk and crackers was dispensed. Wheels were again mounted, and the picnic grounds were soon reached. Here were found a number of the Garden City Wheelmen, of San Jose, who had ridden up thirty miles to attend the run. The lunch was soon attacked, and its disappearance was a matter of a very short time. The committee, with wise forethought, had provided an extra supply of everything, and this supply followed the course of the other edibles. After dinner the members and guests, numbering fifty-five, were photographed, the photographer finding great difficulty, as usual, in keeping his subjects still. After dinner the riders visited the great dam of the Spring Valley Water Works, and viewed it with much interest. This dam has been in course of construction for five years, and has had at times nearly one thousand men working on it. Over 200,000 barrels of the best Portland cement were used in it, and it is to cost about \$4,000,000.

Steve Knapp, as lecturer, was a huge success. After absorbing a great deal of information regarding dams, the boys started for the beach, and were soon swimming in the pleasantly warm waters of the Bay. On the road leading from the beach is the home of D. W. Donnelly, a member of the club. The riders were invited in and regaled with fruit and watermelons, freshly picked.

The riders started for home at 4 o'clock, and arrived in the city at 7 o'clock. The Stockton Club members were delighted with their outing, and invited the club to their city on the 11th to visit Lodi, the great watermelon district of the State. Dr. C. C. Moore, of Stockton, has promised to provide a sufficient quantity of his H. H. H. medicine, to cure any riders attacked by illness from eating too much melon.

On the 31st the Bay City Wheelmen celebrate their fifth anniversary in the usual manner.
August 6. CALIFORNIA.

STAMFORD.

Cyclor Cumming, who does not happen to be one of the Tilters, has difficulty in finding any one to ride with him, but has secured the entire Solitary Club for a jaunt among the beauties of nature up about Pound Ridge, N. Y., for some day in the near future.

Many of our wheelmen are of the very-seldom-go-on-the-road sort, and whose experience on wheels has hardly taken them out of sight of town, and as they have learned to do the "stand-still act," are considered pretty well up. We who ride safeties get them for going ahead purposes, and not so much for stand-still business. We prefer to get out into the country, where daisies nod to buttercups in the upland breezes, where squirrels bark at us and disconcert our way, while we listen to bird concerts and the music of the brooks. Your tourist seldom loiters about town, but takes the shortest cut out of it, and revels in the pure air of the roads and fields, and sees the brightest side of cycling, drinks to the fullest of its joys.

One of our new men, seeing a copy of THE WHEEL on my desk, said that it came nearest to filling the bill of any paper he had seen, and the inclosed subscription seconds his words.

As you saw by the Sunday Herald, we have had a murder up here, and the fact that considerable space on Main Street is being macadamized has doubtless "averted a good many more," as we, the people "were getting desperate," and the road-making came just in time. The steam roller has been purchased, and grand work is being done with it and broken stone.

The recent accident to a big politician indirectly prevented Assistant P. M. Jessup and "us" from taking an outing about and beyond the Hub, but we will eventually arrive there.

Many are the regrets here at the death of "Jack," for, from his pen work, we had all come to like him.
STAMSON.

NEW ORLEANS.

The one-mile match race on the 4th inst. between C. M. Shute and A. B. Harris, of the Louisiana Cycling Club, resulted in a pretty contest and a four or five yards' win for the latter in 3m. 10.1-25.

The first of the Division runs is fixed for to-night (9th), but the storm clouds are gathering and it looks mighty like rain and no "run."

New wheels are cropping out quite lively for so late in the season. Chief Consul Hodgson has forsaken the trike for a New Rapid safety, Captain Frederic changes to a Victor, while Bob Nowland and Grivot have pinned their faith to Light Champions.

The Louisiana Club loses three good members next week. Frank Walshe, who goes to locate in Alabama, Betts, who goes to New York, and the third, Charlie Fairchild, well, he commits matrimony, and, hold on, we don't lose him either, for I heard him sighing and talking tandem bike like a good fellow, and that means another lady rider. Talking about tandem bikes reminds me that R. M. Hill has just received one—the first in the city. It's a dandy, and say, but isn't it, when in motion and with a lady on the front seat, one of the most graceful looking objects you've ever

Burchfield has returned from his three weeks' vacation and is full of Indiana and its roads. He spent most of his time a wheel in the very heart of the gravel pike country, and makes you feel envious to hear him talk.
BI.

JERSEY CITY.

Did you hear anything drop in Philadelphia? No? Well you would, had you been there on Saturday and Sunday last, on the occasion of the annual visit of the Hudson County Wheelmen to the Pennsylvania Bicycle Club.

As per invitation, we went down Saturday afternoon, leaving Jersey City at 4:15 P. M., reaching the club-house of our friends at seven o'clock. After having the hose turned on us, we mounted our wheels and were taken through Fairmount Park up Belmont Mansion, where we supped, laughed, speech-made, etc., after which we returned to the P. B. C. headquarters, housed our wheels and were then shown around the city, each man carrying a small pot of red paint, presumably to decorate the town.

At 10:30 the next morning the start was made for Devon, about sixteen miles out on the Lancaster Pike. The ride was a delightful one, the roads being in excellent condition and the scenery unequalled. At about one o'clock we rolled into the grounds surrounding that mammoth hotel "Devon Inn," where we enjoyed ourselves in strolling about the grounds until 1:30, when we were piloted to the dining-room, which had been tastefully decorated, and at the announcement of the old minstrel cry of "Gentlemen, be seated," the sixty-two Starvation Army men prepared for action. On the table, in front of each man, was placed a very pretty souvenir in the shape of a ribbon pin-wheel, made up of the club colors of the hosts and the visitors, i. e., blue and gold (P. B. C.), red and white (H. C. W.). This was fastened to the coat by a small pin, a fac simile of the P. B. C. pin—a silver keystone with the abbreviation "Pa." in the centre.

The dinner was immense, both in quality and quantity. Under penalty of death, no man was allowed to refuse anything; and I might say it was almost the same penalty to comply with the order.

Being unable to navigate properly, we were rolled out on the porch and placed about the stoop, told to "look pleasant," and have the camera shot at us for the annual photograph, which, I think, was spoiled by Mr. Feury being annoyed as he was—by having a mosquito taste him directly under the left nose-rib—just as the cap was removed from the camera. It was truly laughable to see "Nick" wiggle his nose, work his mouth (so to speak) and finally try to push the intruder off of himself with his tongue—in fact, everything in his honest desire to refrain from raising his hands, and thus spoil the picture. Just as the cap went on, the mosquito, finding that Nick's blood disagreed with him, withdrew.

At 4 o'clock we started on the return trip, and before we had gone a half mile it was very evident that we were suddenly holding the 15-mile road race for the championship of the Sicily Islands. Me and Hufty Lehman finished first, of course, with Whittaker and such, second; Day, the night-in-gale, third, and Benedict, the bachelor, and Christian, the sinner, tied for third place. The finishing point, as far as the road race was concerned, was a restaurant in Fairmount Park, and as it was our intention to return on the 8 o'clock train, we had less than an hour to reach Broad Street station; consequently the race was kept up through the supper—Capt. Leisen finishing first, by putting all his supper in his pocket, and Thimmar last, owing to his losing so much time in thinking. He had evidently more on his mind than he had on his stomach. We then hied to the P. B. C. club-house, and then continued the race to the Broad Street station, where good-nights were said and club calls were murmured.

Verily, verily, the Pennsylv. are the champion entertainers. Ki Yippy!

We have invited the New Haven Bi. Club to visit us Sunday, August 18, and trust they will bring a jam. At their suggestion, the run will be taken through Prospect Park and down to Coney Island. With so many inducements in the way—drop-your-boodle-in-the-slot machines, living skeletons, dead fat women, etc.—we will endeavor to make them happy.

I notice in last week's WHEEL that Spark, of Newark, N. J., says that the Atalantas would be glad to hear from any local club relative to holding a team road race of five or ten miles. Spark, you know our address. Send us the particulars.

Say, Spark, will you please see the Secretary of the Wheelmen's Bowling League and respectfully suggest that some preparations be made for this season's tournament? Next month is September, you know, and we should be shaking a lively hoof in order to get things in shape and give your Okalina Band a chance to rehearse. By-laws, rules and regulations, applications for membership from other wheeling clubs around New York, etc., will have to be considered before the schedule can be made out. Already I can hear the monotonous sound of the umpire's voice shouting, "Strike, Atalantas; six, all, Hudson County."
COASTER.

BUFFALO.

THE ZIGZAG'S CENTURY RUN.

The Zigzag Bicycle Club has taken its turn at a century run, and has succeeded first rate. We took the 7 P. M. boat for Erie, Pa., August 10, at least all that intended going, but one, who reached the pier just as she left; and, oh! what wouldn't he have given to have been aboard? He says he "didn't want to go," but we think it is a case of "sour grapes." After a very pleasant evening we tried to "turn in," but some of the boys were in for mischief, and only a few go. Any rest at all, so they did not have to be "called" for breakfast, which was served at 4 A. M.

At 5:05 A. M. twenty wheelmen left Erie to ride their first century—to Buffalo. Some Buffalo Club records might have been beaten, but alas for that species of wheel called "goat!" They were continually breaking down, and before North East was reached, at 7:07, thirty-five minutes had been lost in repairing them.

Only a short stop was made here, and we again resumed our journey at 7:26, only to be delayed another twenty-five minutes by a loose tire coming off. Another accident occurred in this location. One bicyclist broke the head of his wheel, and after putting it into a wagon started for the nearest station; but, sad to relate, he was not to get away so easily, as the horse ran away with both him and his wheel. He then decided to walk. Westfield was reached at 9:14, and we decided that it was time for another breakfast. Three more took the train here, not being able to ride further.

Leaving Westfield at 10:40, we arrived at Brocton at 11:40 without a stop. After a short rest we pushed on to Fredonia, reaching there at 12:35. Then we made a "break"

for that far-famed and seldom-ridden Silver Creek Hill. Only one can claim the honor—for such it is—as only two "ordinaries" in Buffalo have climbed it so far, to my knowledge, but my knowledge may not cover a very great extent. The hero is Geo. H. Luetti, who rode a Light Champion. Forty-five minutes were lost here viewing the hill. Attempts were plentiful but climbers few. The boys wanted dinner here, but as arrangements had been made and dinner was waiting at Angola, they pushed on. Well, I for one will never try a ride of about fifteen miles on an empty stomach. We were all bent over our handle-bars, groaning, and thinking how long before we could fill up that vacancy.

Some tried green apples, but one, who was more green than the rest, was compelled to remain at Angola on account of them. We reached this burgh about 4:25, and after dinner were escorted home by Messrs. Valentine and Whitman, who rode out from Buffalo to meet us. We arrived at the end of our century at 9:10.

Riding time, 10 hours, 10 minutes. Twenty starters, fifteen stayers. This club has only been organized since April 10, '88, and has a membership of fifty-three. It will in all probabilities be limited to 100, and will join the League. Lieutenant Holden acted Captain in the absence of Captain Geo. Hearne, who could not attend. Captain Hearne's arrangements were perfect, and Lieutenant Holden "saw them through."

The finishers are: Lieutenant Holden, Warren G. Sherck, Jas. N. Weig, Geo. H. Luetti, Wm. Patton, Walter R. Hearne, Wm. A. L'Hommédieu, Al. Coates, Samuel Somerville, Arthur Strong, Chas. Couch, Otis Starkey, Austin Crooks, Peck Gus C. Miller. "DOOOOE."

ST. LOUIS.

ST. LOUIS, August 7, 1889.

The Track Association seem to be doing some work in arranging for their coming tournament, and have decided to run the following races: One-mile novice, half-mile dash, one-mile open, one-mile safety handicap, one mile L. A. W. championship (open to L. A. W. members only) two-mile lap, half-mile for boys under 14, three-mile match, Harding vs. Ring; three-mile championship L. A. W. (open to members of the L. A. W. only), one-mile handicap, one mile consolation. Considerable interest is taken in the match race, and as both men are doing hard work, some fast time may be looked for. The prize for this race is to be a valuable gold medal, and to be furnished by the club to which the losing man belongs. To guard against an emergency, the Missouri Bi. Club has already set a suitable sum aside.

The prize list is not as yet complete, but will consist of a high-grade bicycle, gold watches, valuable medals, etc.

Entry blanks can be had by application to Secretary J. Harold Child, 1012 Olive Street. Entries close August 28, 1889. Entry fee, 25 cents for each event.

The St. Louis Cycle Club, we are told, is now a thing of the past, the last meeting being held last night. As there were a good many objectionable members in this club, this was the method taken to get away from them.

We now have the Cycling Club, organized from the better part of the old club, and with Mr. Lucas for President. Mr. Todd Vice, and Mr. E. N. Sanders for Captain, the club ought to prosper. Success to the new club.

We also have another new one, the North St. Louis Bicycle Club. This is an organization composed of nearly all new riders. We have not as yet heard much of them in cycling circles, but when we do we shall be glad to extend to them the right hand of fellowship.

The Missouri Bicycle Club had its monthly meeting last night, and on account of the circular which had been mailed to its members, almost every man who rides a wheel was there, and ready to jump on any effort to place the associate and active members on the same footing.

Judging from the circular sent out, the administration was at one time in favor of the change, but last night it appeared to favor keeping the club still a bicycle club. Doubtless it is learning wisdom, but the lesson is hard.

Everything went well till unfinished business was called for, when this matter was brought up. The President rose and stated the object of sending out the circular, and the Secretary counted his postal cards and found he had fifty-eight out of a total membership of nearly three hundred. It looked as if the matter was going to rest here, until Mr. Frost asked the President what we were to infer from this vote. The President explained that this method was taken to find out whether the associates would be willing to have their dues raised fifty per cent., and that it was like "leading the horse to water," etc. But the ball was started, and was not going to be stopped so easily. Mr. Holm stated that he, with other active members, had been made very uneasy by that circular, and wanted the matter settled definitely now, and would like to hear more on the subject. Mr. Stewart, the "Grand Old Man" of the Mo. Bi. Club, rose and very clearly and amid much applause laid the matter before the meeting, stating that he came there for the purpose of opposing any action that would put the associate members in power. "Why," he said, "when they chose, they could turn us out of that wheel-room. This club was founded by bicycle riders, fitted up by bicycle riders; this house was caused to be built by bicycle riders, and should be controlled by bicycle riders, and so far as the use of the bicycle was concerned, it might be governed as well by people who rode the bicycle as 'an improved means of locomotion' as when they rode it for pleasure or sport."

As Mr. Stewart sat down, amid much applause, Mr. Frost rose and said: "Mr. President, I think you might put Mr. Stewart's remarks in big quotation marks as the voice of this meeting." After other remarks of a similar tone, Mr. Holm made a motion that would keep the control of the club in the hands of the active members. A point of order was raised and overruled. When the question was put the "ayes" were very loud, and a solitary little "no" from the corner.

So ends this chapter. The demon has been crushed once more, and we are now on the watch to see in what new form and place it will again break out.

The captain's report showed that the club was not yet dead, and with a few more like Mr. George Peckham, with over 1,000 miles to his credit, would be one of the first. The famous De Soto run will be taken next Sunday, leaving here by train at 4:30 P. M. Saturday, and riding back the next day. An ambulance, with an efficient corps of surgeons, will be in attendance.

ITHURIEL.

Fred. B. King, of Pontiac, Mich., is in Gotham, and reports bicycling booming in Pontiac through the efforts of C. H. Smith, of Detroit, who recently opened a branch store in that town.

FIXTURES.

- August 17, 1889.—Queens Athletic Club Grounds, at 4:30 P. M., 1-mile Handicap. Entries close, Aug. 14, with Thos. Lloyd, Queens, N.Y.
- August 17, 1889.—At Washington Park, Brooklyn, N.Y. Prospect Harriers Games. One and two mile Bicycle Handicaps 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. A.'s new grounds.
- August 24, 1889.—Fifty-mile Bicycle and 1-mile Dwarf N. C. U. Championships at Paddington, Eng.
- August 26-27, 1889.—Virginia Division L. A. W. Meet at Norfolk, Va.
- 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 2-3, 1889.—Pennsylvania State Division L. A. W. Meet at York, 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 3, 1889.—Handicap Road Race of Westchester County Wheelmen.
- September 3-4-5, 1889.—Iowa Division L. A. W. Meet at Des Moines.
- 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, 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 14, 1889.—Two-Mile Championship of America, at Travers Island. Entries close September 7, with Secretary N. A. A. U., P. O. Box 611, New York City.
- September 14, 1889.—Louisiana Division L. A. W. Meet at Audubon Driving Park, New Orleans, La. Entries close September 10, with R. P. Randall, 54 Baronne Street, New Orleans, La.
- September 20, 1889.—Michigan Division L. A. W. Meet at Ypsilanti, Mich.
- September 21, 1889.—Michigan Division Meet races at Detroit, Mich.
- September 21, 1889.—One-and-a-half-mile Handicap, at the Manhattan A. C. Grounds, Eighty-sixth Street. Entries close September 14, with C. C. Hughes, 524 Fifth Avenue, New York City.
- September 21, 1889.—At the Warren Athletic Club Games, Wilmington, Del., 2-mile Bicycle Handicap. Entries close September 16, with W. F. Kurtz.
- 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 12, 1889.—Three-mile Bicycle Handicap, at Staten Island Athletic Club Grounds.
- 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; Madgeburg, September 8. Denmark.—Copenhagen International Meeting, August 18.

TORONTO BICYCLE CLUB'S TOUR-NAMENT.

The race meet of this prominent club, held at the Rosedale Grounds, on August 82, was the most successful meet ever held in Canada.

In the morning a parade was held, in which were 200 wheelmen, including representatives from Hamilton, Montreal, St. Catharines, London, Niagara Falls and Woodstock. E. A. Scott, First Lieutenant of the Toronto Club, commanded. At the meet in the afternoon, 3,000 people were present.

The officers of the day were: Referee, J. Theo. Gnädinger, Montreal. Judges, E. W. Smith, St. Catharines; R. A. Robertson, Hamilton; W. J. Suckling, R. H. McBride and Ewing Buchan, Toronto. Time-keepers, H. P. Davies, Toronto; J. A. McFadden, Stratford; Mr. Francis Woodstock. Clerks of Course, A. F. Brewster, F. J. Whatmough and W. H. Cox. Scorers, J. F. Lawson, W. J. Mitchell and H. C. Pease. Starter, Dr. P. E. Doolittle. Race Committee, Harry Ryrie, Chairman; F. F. Peard, Secretary; W. H. West, Treasurer; W. H. Cox, P. E. Doolittle, M. D., W. Robins, R. T. Blachford, C. J. W. Lowes, E. A. Scott, F. J. Whatmough, W. H. Chandler, W. J. McClelland, C. W. Hurdall, J. W. Stanbury, A. H. Gregg, W. H. Thomas, C. Langley, H. C. Pease, Alf. Bryant and John W. Kerr.

The various events resulted as follows: One-mile Bicycle Roadsters.—Bert Woods, Wanderers, 1; W. Dixon, Hamiltons, 2; F. W. Hudson, Wanderers, 3; A. J. Welch, Torontos, 4; George Holtly, Torontos, 5; G. S. Dunn, Hamiltons, 6; J. F. Gibson, Wanderers, 7; J. B. Price, Wanderers, 8. Time, 3m. 22s.

One Half-mile Scratch.—W. S. Campbell, Niagara Falls, 1; Bert Brown, Wanderers, 2; F. D. Scott, Montreals, 3. Time, 1m. 25s.

One-mile Safety, Scratch.—F. W. Doll, Wanderers, 1; P. Ross, Wanderers, 2; C. J. Connolly, Rochester, N. Y., 3; W. S. Hemphill, Torontos, 4. Time, 3m. 12½s.

Two-mile Club Championship.—W. A. Lingham, first; W. M. Carman, second. Time, 7m. 21 4-5s.

Five-mile Scratch Race.—W. S. Campbell, Niagara Falls, 1; Bert Brown, Wanderers, 2; W. M. Carman, Torontos, 3; W. A. Lingham, Torontos, 4; J. H. Gerrie, Wanderers, 5. Time, 16m. 15s.

Half-mile Obstacle Race.—C. W. Hurdall, Torontos, 1; W. Robins, Torontos, 2; M. F. Johnston, 3; W. H. West, 4. Three-mile Safety Handicap.—P. Ross, Wanderers, 75 yards, 1; F. W. Doll, Wanderers, 25 yards, 2; C. J. Connolly, Rochester, scratch, 3; Bert Woods, Wanderers, scratch, 4; W. F. Grassler, Niagara Falls, scratch, 5. Time, 10m. 22s.

One-mile Handicap.—F. D. Scott, Montreals, 50 yards, 1; Wm. Howell, Woodstock, 100 yards, 2; Bert Brown, Wanderers, scratch, 3; G. S. Dunn, Hamiltons, 75 yards, 4; Wm. Carman, Torontos, scratch, 5; A. J. Welch, Torontos, 150 yards, 6; W. S. Campbell, Niagara Falls, scratch, 7; Bert Woods, Wanderers, 100 yards, 8. Time, 2m. 55s.

Two-mile, 320 Class.—W. F. Gassler, Niagara Falls, 1; W. M. Carman, Torontos, 2; Bert Woods, Wanderers, 3; J. Knowles, London, 4; F. D. Scott, Montreal, 5; W. Howell, Woodstock, 6; C. J. Connolly, Rochester, 7. Time, 4m. 41 1-3s.

During the afternoon, little Florence Creed rode an exhibition quarter-mile on her safety in 1m. 2s.

SPORT AT RICHFIELD SPRINGS, N. Y.

At the first Annual Field Day of the Retail Grocymen of Utica, held at the Richfield Driving Park on Wednesday, August 7, the following events were decided:

ONE-MILE OPEN.—J. A. Fuller, Rome, first; John C. Robbins, Utica, second; H. Marquisee, Utica, third. Marquisee took a bad header within 100 feet of wire. Time, 3m. 19½s.

ONE-MILE ROVER SAFETY HANDICAP.—W. W. Roberts, 50 yards, first; E. H. Crosby, 125 yards, second; A. H. Dobson, 100 yards, third. Time, 3m. 12s.

TWO-MILE LAP RACE.—J. C. Robbins, first; F. Bowen, second; F. A. Russell, third. Time, 7m. 25½s.

HALF-MILE TANDEM BICYCLE.—Metz and Hammes, first; Crosby and Sanders, 2d. Time, 2m. 37s.

THREE-CORNERED RACE.—Wheels 1 mile, runners 1,000 yards, walkers 700 yards. G. E. Truman rode a mile in 3m. 12½s. The runner won easily, with the wheelman second; walkers distanced.

HALF-MILE UNICYCLE.—W. S. Nicholson, first; John Robbins, second. Time, 3m. 16½s.

TWO-MILE RELAY.—Crescent Cycling Club, of Utica, first; Fort Schuyler Wheelmen, second. Time, 6m. 36s.

ONEIDA COUNTY CHAMPIONSHIP, ONE MILE.—F. P. Hammes, first; A. J. Fuller, second. Time, 2m. 55½s. Track was in very good condition. Vic.

SCHWALBACH'S RECEPTION.

Charley Schwabach is ever on the alert to boom wheeling in general and his own wheels in particular in the City of Churches. Some time since Charley got the idea of holding a grand opening at the Fifth Avenue Casino, where he has established a riding school. Invitations were scattered all over the city, and the Brooklynites took to the idea so favorably that on Tuesday evening some three thousand people thronged the Casino and enjoyed the unique entertainment their host had provided. This included sprint and long distance running, boxing, exhibitions on the bars and rings, music, refreshments, dancing and bicycle exhibits—truly enough variety to satisfy the most exacting.

The cycling part of the programme consisted of races and exhibitions. The 1-mile bicycle race was won by W. Bohan, Prospect Wheelmen; J. Doyle, second. Time, 4m. 21 4-5s. Bohan also won the 50 yards slow race; W. L. Wulf, P. W., second. Time, 1m. 07s.

Exhibitions were given by Messrs. Peoples and Snyder and by little Eddie Schwabach, who pushed his little safety several times around the track, and was rewarded with a gold medal which had been presented to him by W. F. Murphy. Messrs. Peoples and Snyder gave an exhibition game of bicycle polo, and the latter gave an exhibition of fancy riding. The entertainment concluded about 12 o'clock.

ENGLISH AMATEUR CHAMPIONSHIPS.

ONE MILE TRICYCLE—FIVE MILE BICYCLE—

TWENTY-FIVE MILE TRICYCLE.

These events were decided at Paddington July 27. Track in grand condition. In the mile event, Stein, the German rider, and Dr. Turner collided, the former being disabled. Some fast laps and flying quarters were done as follows: Bicycle, last lap, 503 yards—H. Synner, 33 2-5s, a 2:18 pace; ¼-mile bicycle, flying start—H. Synner, 33 2-5s, record; same, F. J. Osmond, 33 4-5s, equaling the previous record. Synner repeated a last quarter in 33 3-5s. Osmond rode a first quarter in 38 3-5s. H. H. Sansom made a ½-mile tricycle record, flying start, in 36 2-5s. Results of the races:

1 MILE TRICYCLE CHAMPIONSHIP.

Heat 1—H. H. Sansom, 2m. 53 4-5s; D. Albone, second; H. H. Spencer, third. Heat 2—W. G. H. Bramson, 2m. 40s; A. H. Tubbs, second; S. F. Edge, third. Heat 3—A. J. Watson, 2m. 53 1-5s; B. W. Crump, second. Heat 4—A. DuCros, 2m. 57 2-5s; W. Ward, second. Heat 5—P. W. Scheltema-Beduin, 2m. 52 3-5s; F. T. Bidlake, second. Heat 6—L. Stein, 2m. 55 2-5s; K. N. Stadnicki, second.

SECOND TRIALS.—Heat 1—Bramson, 2m. 47 4-5s; Watson, second. Heat 2—DuCros, 3m. 11 2-5s; Tubbs, second.

FINAL HEAT.—Sansom, 3m. 12s; Bramson, second. The winner rode the last quarter in 36 2-5s, beating Stein's record of 37 1-5s.

5 MILE BICYCLE CHAMPIONSHIP.

Heat 1—C. W. Brown, 14m. 43s; F. P. Wood, second; E. Osmond, third. Heat 2—H. Synner, 14m. 34 3-5s, last quarter in 33 2-5s; Josef Gobel, 14m. 36 3-5s; S. E. Williams, 14m. 40 2-5s. Synner rode the last two miles in 5m. 39 2-5s. Heat 3—F. J. Osmond, 14m. 33 1-5s; J. H. Adams, second. Osmond rode the last lap at a 2:18 pace.

FINAL HEAT.—Synner, 18m. 24 1-5s, last quarter 33 3-5s; Osmond second by four feet. The homestretch struggle was a grand race between Synner and Osmond.

THE 25 MILE TRICYCLE CHAMPIONSHIP.

H. H. Bramson, 1h 20m. 27 1-5s; Syd. Lee, second; P. C. Wilson, third.

The English had rare sport at their last championship meeting such as we have not had in this country since the old Springfield days.

The English one-mile safety and fifty-mile ordinary bicycle championships will be decided at Paddington August 24.

WORLD'S RECORD FROM TWENTY-SIX TO THIRTY-SIX MILES.

July 30, at Paddington, Eng., J. E. L. Bares, mounted on a safety, started on a record-breaking expedition, and succeeded in doing a marvelous performance, beating the old records for a bicycle of any type from twenty-six to thirty-six miles, inclusive. The times that are marked * are records for any type of bicycle:

MILES.	H. M. S.	MILES.	H. M. S.
5.....	0 15 5	*29.....	1 27 15 4-5
10.....	0 29 53 2-5	*30.....	1 30 33
15.....	0 44 29 1-5	*31.....	1 33 51 2-5
20.....	0 59 35 3-5	*32.....	1 37 13 3-5
21.....	1 2 35	*33.....	1 39 53
22.....	1 5 30 3-5	*34.....	1 44 40
23.....	1 8 30 2-5	*35.....	1 47 57
24.....	1 11 31	*36.....	1 51 16 3-5
25.....	1 14 37 1-5	37.....	1 54 55
*26.....	1 17 39 4-5	38.....	1 58 51 2-5
*27.....	1 20 47 4-5	39.....	2 2 28
*28.....	1 23 58	40.....	2 5 56 4-5

Safeties have been barred from the Australian mile and ten-mile championships.

Within the past year Synner has beaten Osmond three times in important scratch mile events. Osmond has also beaten Synner the same number of times.

ENGLISH AMATEUR TRICYCLE RECORDS.

On July 23, at the Paddington track, E. P. Moorhouse, of the Stanley and North Road C.C.'s, rode thirty miles on a tricycle in 1h. 32m. 17 4-5s, beating the previous record (made by A. L. Bower, 1h. 40m. 51 2-5s.) by 8m. 33 3-5s. The records from twenty-six miles were also beaten, as follows: 26th, 1h. 10m. 55s.; 27th, 1h. 23m. 6 1-5s.; 28th, 1h. 26m. 14 2-5s.; 29th, 1h. 29m. 24s.; 30th, 1h. 32m. 17 4-5s. He rode 19 3-4 miles in the hour. The new record beats the tandem tricycle record for the distance by 1m. 3 4-5s.

NEW FIFTY MILES BICYCLE RECORD.

On July 25, J. H. Adams beat all ordinary bicycle records from 33 to 50 miles, beating the latter record by 6m. 7 2-5s.

MILES.	ADAM'S TIME.	PREVIOUS RECORDS.
MILES.	H. M. S.	H. M. S.
5.....	0 15 26 4-5	0 15 26 4-5
10.....	0 30 42	0 30 42
15.....	0 46 13 1-5	0 46 13 1-5
20.....	1 1 50 2-5	1 1 50 2-5
25.....	1 17 7 1-5	1 17 7 1-5
30.....	1 32 47 1-5	1 32 47 1-5
*33.....	1 41 55 4-5	1 42 21
*34.....	1 44 57 2-5	1 45 55
*35.....	1 48 6 4-5	1 49 27
*36.....	1 51 16 4-5	1 52 58
*37.....	1 54 19 2-5	1 56 30
*38.....	1 57 24	2 0 10
*39.....	2 0 24 4-5	2 3 50
*40.....	2 3 21 1-5	2 7 16
*41.....	2 6 21 1-5	2 10 35 2-5
*42.....	2 9 21 4-5	2 13 54 1-5
*43.....	2 12 23 3-5	2 17 15 1-5
*44.....	2 15 24	2 20 36
*45.....	2 18 23 3-5	2 23 53
*46.....	2 21 24 3-5	2 27 5
*47.....	2 24 36	2 30 10
*48.....	2 27 41	2 33 33
*49.....	2 30 45 2-5	2 36 44
*50.....	2 33 37 2-5	2 39 45

to miles 730 yards in hour.

* Record.

PROFESSIONAL RACING AT LEICESTER, JULY 27.

One-mile professional handicap.—F. Lorraine, 105 yds., 2m. 42 4-5s; J. Lee, 21 yds., second. Three-mile professional handicap. A. Robb, scratch, 8m 46 3-5s; F. W. Allard, 40 yds., second.

FIVE MILES SCRATCH RACE.

R. Howell, 15m. 45 2-5s., last quarter, 35 4-5s; A. H. Robb, second.

LOUISIANA DIVISION MEET, AUDUBON DRIVING PARK, SEPTEMBER 14.

The programme of events is as follows: One-mile bicycle race for novices, open to L. A. W. members only; five-mile bicycle, L. A. W. national championship; one-half mile mixed race, for boys under sixteen years of age; one-mile Rover-type safety, open to L. A. W. members only; one-mile bicycle, Louisiana State L. A. W. championship; one-mile ride and run, mixed race, open to L. A. W. members only; one-mile tandem tricycle, L. A. W. members only; one-mile Louisiana Cycling Club championship; one-mile New Orleans Bicycle Club championship; 2½-mile lap race, mixed race, open to L. A. W. members only; one-half mile consolation, mixed race.

The entrance fee for each race will be fifty cents, all entries to be made with Ridgley P. Randall, Chairman Racing Board, No. 54 Baronne Street, New Orleans, Louisiana.

Entries to close on Tuesday, September 10, at 5 P. M.

Six thousand invitations will be issued. A fine band of music in attendance. All riders in the United States are invited to be present, and members of the Division will use every effort to make visitors feel at home.

HARRY HODGSON, Chief Consul.

HARTFORD TOURNAMENT NOTES.

The Wheel Club team have now got down to hard work, and are training every day at Charter Oak Park from 4 to 7 o'clock P. M. The team is composed of Forster, Cornell, Dresser and Reid on ordinaries, and Harding and Shea on safeties. Corcoran, the trainer, is well pleased with their work, and says great things may be expected of them.

According to the report of the different committees connected with the race meet, indications point toward the most successful tournament ever held in New England.

Hundreds of wheelmen throughout Connecticut will give Canary a grand welcome at the Hartford tournament. This is Canary's first appearance in this country in four years.

H. G. Cornell, of the Hartford Wheel Club, is coming fast, and will surprise some of the good ones at the fall meets.

F. A. Clark, of Plantsville, Conn., Yale's crack rider, has his eye on the State championship, and Forster, Ives and Miller will have to hustle to beat him.

WHEEL GOSSIP.

Mr. and Mrs. Kennedy-Childe are at Ocean Grove.

A one-mile open handicap will be held at Queens, L. I., August 17, at 4:30 P. M.

A Columbia tandem safety will be offered as a prize at the Pennsylvania races.

Harry Hodgson has forsaken his "trike"—sacredly called "The Hearse"—for a "safe."

The Minneapolis Park Board have spent \$200,000 this year improving Kenwood Boulevards.

IRISH CYCLISTS' TOURNAMENT, at Dublin, August 5—Half-mile bicycle championship: A. Du Cros, 1m. 20s.

In the 10-mile race in which Temple defeated the English professional cracks the last mile was ridden in 2m. 44s.

Messrs. Wm. Read & Sons have written Mayor Grant suggesting the appointment of Mr. G. R. Bidwell as manager of the bicycle exhibit.

The Waiontha Club's Race Meet, announced for Wednesday at Richfield Springs, N. Y., was postponed until Friday, on account of rain.

Several races will be held at Beacon Park, Boston, on Labor Day, at the tournament of field sports to be held in aid of the Working Boys' Home.

At the fast Paddington track, August 5, G. L. Morris, 30 yards, won the mile handicap in 2m. 40 3/5s., and the scratch safety race in 2m. 49 1/5s.

At the games of the Adelphi Athletic Club, to be held at the Manhattan A. C. grounds, on Tuesday, September 3, a two-mile bicycle handicap will be decided.

The Montreal Bicycle Club hold their annual race meet at the M. A. A. grounds on August 24. For particulars address R. F. Smith, P. O. Box 958, Montreal.

At the athletic games held at Oak Island, near Boston, Mass., August 13, the three-mile bicycle race was won by P. J. Berlo, E. J. Clark, second. Time, 11m. 50s.

The New York Club will take thirty men to Staten Island on August 25. The party will have a special boat to take them from an uptown pier direct to Staten Island.

At the Warren A. C. games, to be held at Wilmington, Del., September 21, a two-mile handicap will be decided. Entries close September 16, with W. F. Kenty, Wilmington, Del.

The Dorchester Bicycle Club is a flourishing institution, having forty members, rooms on Neponset Avenue, and a balance in the Treasurer's hands. The club will hold fall races and a yachting excursion.

Henry J. Gallien, Albany Wheelmen, C. A. Sheehan, Manhattan B. C., and F. P. Prial, N. Y. B. C., will attend the Albany tournament on August 31, and afterwards tour to Hartford to attend the tournament.

W. F. Murphy and C. M. Murphy returned to Richfield Springs on Thursday night to compete in the road race on Friday. Messrs. Banker, Clarke and Class competed at the Lockport races on Thursday and at Richfield on Friday.

A 1½-mile handicap will be decided at the Manhattan A. C. grounds, Eighty-sixth Street and Eighth Avenue, New York City, on September 21. Entries close September 14, with C. C. Hughes, 524 Fifth Avenue, New York City.

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

A two-mile bicycle race for the amateur championship of America will be held September 14, at Traver's Island, at the grounds of the New York Athletic Club. Entries close September 7, with Secretary N. A. A. U., P. O. Box 611, New York City.

Elliot Mason left on Wednesday night for a short vacation. He will take boat to Hudson, N. Y., where he will join Mrs. Mason. From Hudson they will ride tandem bicycle through to Pittsfield, Mass., where they will remain a short time, touring in the vicinity.

At some sports held at Coventry on August 5, 7,000 people present, F. J. Osmond, scratch, won the mile handicap in 2m. 36s. The half-mile safety handicap fell to J. P. Norton, 65 yards; time, 1m. 14s. E. H. Taylor, 90 yards, won the safety handicap in 2m. 35 4/5s.

The Manhattan Club have called a run to Coney Island on Sunday next, leaving the club house, 263 West 70th Street, at 9 A. M., sharp. All wheelmen are invited to join. The club have appointed a Committee on Club House, as the Manhattan's lease of their present quarters expires next May.

W. J. Penroë, known to his friends as "Rosie," has just returned to his home at Newark, N. J., from his tour with the Elwell party. He is full of yarns, some of them fishy, and expresses strong approval of the management of the party. He states that a wheelman can travel abroad on one dollar per day.

Fred T. Merrill, the Victor agent at Portland, Oregon, has done much to boom cycling in the Northwest. He has recently issued two catalogues of his store. The photograph of the exterior shows an imposing looking structure of peculiar design. It is called "Cycle Castle." The outside is as quaint as the interior is beautiful.

AT CINCINNATI, AUGUST 20,

The following bicycle events will be decided: one-half, one, two, two and a half and three-mile scratch races. A win bars a man for subsequent events. Entries close at one o'clock A. M., at Fair Grounds, with A. A. Bennett, or address 6 E. 4th Street, Cincinnati, O.

SPEED TRIALS AT QUEENS.

QUEENS, L. I., Aug. 10.—One-mile against time: A. C. Banker, Berkeley A. C., 2m. 57s.; previous track record, 2m. 57 3/5s. Three miles against time: A. C. Banker, 9m. 26s.; five miles, 15m. 41 1/5s. L. L. Clarke, B. A. C., rode one lap, one-sixth of a mile, in 24s., and a quarter mile in 40 3/5s.

The race between Messrs. Heydecker, N. Y. B. C. and Thayer, Citizens B. C., which was to have taken place on Saturday last has been declared off and will not be run until September, probably on the 14th. Thayer caught a severe cold during the rainy weather of last week and was advised by his doctor not to start. He is not over-strong at best and his decision is to be commended, though it will cause some adverse comment.

Some good sport resulted at the Bristol, Eng., meet, held July 27. One-mile safety handicap.—W. A. Daniels, 20 yds., 2m. 37 2/5s. One-mile ordinary handicap.—W. Brooks, 65 yds., 2m. 38s. Half-mile handicap.—G. R. Adcock, scratch, 2m. 38s. One-mile tricycle handicap.—W. Whitter, 250 yds., 2m. 45 2/5s. Three-mile safety handicap.—W. A. Daniels, 50 yds., 8m. 31s. Three-mile ordinary handicap.—A. J. Hickery, 130 yds., 8m. 32 4/5s.

It is reported that Messrs. H. A. Lozier and W. L. Yost will shortly establish a factory at Toledo, Ohio. Mr. Lozier is a prominent Western cycle agent, located at Cleveland. Mr. Yost was formerly President of the Springfield Bicycle Mfg. Co., but resigned his office and sold out his stock in the company last year on account of poor health. He has been at Los Angeles, and was no doubt much improved by the fine climate there. The new company will manufacture straight ordinaries and safeties, retailing at about \$75.00.

BUFFALO RAMBLERS' LANTERN PARADE.

The lantern parade of the Ramblers' Bicycle Club, held August 7, was the biggest kind of a success in every sense of the word. Nearly 200 wheelmen were in line. Their wheels were prettily decorated with Chinese lanterns and the sight was an imposing one. Line was formed 8:30 at the Circle. The parade moved out Richmond Avenue to Massachusetts Street, to West Avenue, North to Delaware, to Niagara Square, countermarching to Summer, to Main and the Circle. Hundreds of people lined the sidewalks to see the procession. The first five wheels were ridden by ladies.

PHILADELPHIA PICKINGS.

The Philadelphia Bicycle Club had a ladies' moonlight run last week.—Charles Frayne, of the Century Wheelmen, has gone to Brazil. He expects to do some riding while there.—Sam Crawford, one of the "Penny's" founders, was out on the road last week, to the astonishment of the boys. Crawford was a good man on the path.—A. E. Binns, of the Century Wheelmen, has returned from a trip through Europe a wheel. His club mates gave him a warm reception.—The South End Wheelmen will hold a 10-mile club road race at the Philadelphia Driving Park on Saturday next.

THE SCRANTON TOURISTS.

The party of wheelmen who left Scranton on August 10 will arrive next Tuesday night at the Grand Union Hotel. The programme from New York to Scranton is as follows: 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.

The tourists will no doubt be glad to have wheelmen in the vicinity of Gotham join them on the runs to Coney Island and the Oranges.

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. **

BROOKLYN.

The constantly increasing number of unattached wheelmen in this city, has often been the cause of comment amongst club-men. The three clubs of this city should devise some scheme to place before these fantastically dressed pedalers, the benefits of club life, and try to draw them into either one of the large clubs. If a wheelman could only be made to realize how it concentrates power toward freedom of the sport, it seems to me it would be a long step forward.

Meeteer and Borland, of the B. B. C., will take a two week's tour during the latter part of September, through Vermont.

Bailey, of the B. B. C., has just returned from an outing at White Lake, and reports having had too much water, inasmuch as it was not confined to the lake.

Wheelmen are trying to wear a dirt path at the edge of the stone wall leading down the boulevard. Aid in the good work brother wheelmen, by riding on the grass every time you go that way, and we shall soon be able to go to Bath without shaking our bones out of joint.

The amendment to reduce the age limit, from twenty-one years to eighteen years, was defeated at the last meeting of the Long Island Wheelmen. As a friend of the L. I. W.'s, I can't help but think it would have been better to have opened their doors wide and taken in the younger wheelmen. Both the K. C. W.'s and B. B. C. welcome amongst them wheelmen of tender age, and are undoubtedly benefited by the young blood.

C. F. Quimby and F. H. Pough, B. B. C., are staying at Montclair, N. J., for the summer, rolling up the miles on the good roads to be found in the vicinity.

Not long since I read an article in one of the daily papers which gleefully made known that a certain writer of interesting notes, under a high-sounding *nom de plume*, was none other than a Mr. So-and-so. Thinking of this, and how infallible the daily press have become, I fell asleep at my desk. While asleep a strange dream disturbed me. My volume of wheeling papers had taken unto itself legs and was dancing all over my desk, and, after rudely pushing my pen one side, halts with a low bow directly in front of me. Now its leaves begin to tremble and open one by one, seemingly inviting me to read. What can it mean! Have I been writing chestnuts? But no! Note how the mischievous spirit who is working this charm hesitates at each page of correspondence and points laughingly to the fictitious names signed below.

Listen, he knows them all "Independent," that was Hornbostel, and "H. G.," easy to guess, Greenman; again, pugnacious "Bon," who called everything by their right names, that's Barkman, and "Nyx," Alden, of the Grays, and so on, all of the past. The pages turn rapidly now and stop at—yes, "Atol!" "Enough," I cry, and with that cry awake. My volume of wheeling papers is undisturbed—it was but the passing effects of a disordered fancy.

Ah, friend, "Ram Lal," our time will come and we shall be numbered with the known and forgotten. Even as I write a dread comes o'er me. Our incognito life is a short one; just as we have chronicled some dainty tid-bit of news, safe in our fancied security, lo! suspicion becomes a certainty and we are unmasked, lucky, indeed, if we escape having a back number thrust in our face and the maledictions of the victims of our pens heaped upon our heads. However, safe in the present, I shall take no heed for the future, thankful that I can still sign myself simply

ATOL.

AN EXPERT'S OPINION.

The writer's recent visit to your factory, and his examination of the Warwick safety, convinced him that the Warwick wheels were being built right, were right. There is not a particle of doubt in my mind but that the Warwick Perfect Safety is the handsomest, the most beautifully constructed, the most comfortable riding, the easiest running and the easiest steering crank safety that I have ever ridden or seen. They are made as carefully as a Jurgensen watch, and the method of their construction, together with the care that is exercised in making the various parts, would hardly result in turning out anything less than the best on earth. I do not think there is a particle of doubt but that this office can dispose of a great many more wheels than we have ordered already, although I can assure you that we have lost the sale of nearly fifty or a hundred by not having our samples before this. Still, I look forward to an extremely busy and profitable season with Warwick wheels.

C. H. S.

Bridgeport, Conn., has about 350 riders. Almost every man has an agency for some kind of wheel. As a matter of fact there are fifteen agencies in the town.

GOOD BICYCLE REPAIRER can find steady work at H. W. Higham's, 905 G Street, N. W., Washington, D. C.

WANTED—Wheelmen to send 50 cents and receive by return mail one pair Black Cotton Ribbed Bicycle Hose. Cool and nobby for summer wear. Welch & Rogers, Bainbridge, N. Y.

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

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

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 nickeling. Note our change of address.

NEW YORK BICYCLE CO.,

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

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. **

At a meeting of the Society of Cyclists, held at Lewes, July 26, Dr. B. W. Richardson opened with an inaugural address, which occupied half an hour, and proved very interesting. Reviewing the past year's work of the society, the Doctor passed to the changes in machine construction, the adoption of small wheels for tricycles, the decline of tricycling in the favor of ladies—ascribed to tennis—the special machines recently designed for military cycling purposes; the unsuccessful attempt to produce a good water-cycle; the advance towards overcoming secondary vibration made by the inventors of the "Golden Era" and "Fleetwing" cycles; and the commercial aspect of cycling, in turn are dealt with. "The superiority of English manufactured machines has been maintained," said the Doctor, "and although there are few additions to the existing patents of real novelty, every day sees the cycle's extension to fresh uses. Besides the post-office, the fire brigade, the police, news agents, the traders largely use cycles. At present a social lull prevails. The performances on the racing path, and touring, are no longer regarded as marvelous. Tennis and golf compete in attraction with cycling. There are indications, however, of a new development in the future, probably in the direction of (a) supplementary power either chemical or electrical, (b) ariel transit on cycle principles, or (c) the combination of horse traction with the cycle, as for example in connection with 'Victorias' and Multicycles for military transport. Scientific progress must be keenly watched by the society." The learned Doctor concludes with allusions to the relation of cycling to hygiene, the beneficial effects of judicious cycling during youth, maturity, and old age, its importance to women, and the evils arising from excess.

Bicycling News would like to know what an "Oklahoma Boomer" is. An Oklahoma Boomer is a man who drops off a train on any spot in Oklahoma, the Land of Promise, and that spot becomes a town before sunrise of the next morning, with a bank, a jail, a church, a newspaper and a real estate office. If he is a real out-and-out Boomer, he collects his fees and perquisites as sheriff, deposits them in the bank of which he is president, and then goes round to his newspaper office and writes an editorial to boom his real estate. That's what an Oklahoma Boomer is, good *News*.

The Credenda Seamless Steel Tube Co., of Birmingham, which supplies many English and American makers with tubing, have recently extended their plant by purchasing the property of the Birmingham Plate Glass Co., which occupies seventeen acres. The main building of the new plant is 528x156 feet.

Two-Mile L. A. W. State Championship

WILL BE RUN AT

THIRD OUT-DOOR TOURNAMENT

OF THE

ALBANY WHEELMEN,

TO BE HELD AT

RIDGEFIELD ATHLETIC CLUB'S GROUND,
SATURDAY, AUGUST 31st, 1889.

1. One-mile Novice.
2. " Ordinary (open).
3. " Star (club).
4. Two-mile L. A. W. State Champ'nship
5. One-mile Team-race (open).
6. One-third-mile Safety (open).
7. One-mile Club Championship.
8. " Tandem (open).
9. Two-mile Handicap (open).
10. One-third-mile Consolation.

ELEGANT GOLD MEDALS AND COSTLY PRIZES.

Entrance fees, : 50c. each to open events; State Championship, \$1.

Entries close on Saturday, August 24, 1889. Address to

WM. B. PHIPPS, Sec. Com.,

51 Howard Street, Albany, N. Y.

THE CYCLING EVENT OF THE YEAR.

Hartford Wheel Club Tournament,

CHARTER OAK PARK,

September 2 and 3, 1889.

GOOD TRACK.

FAST TIME.

EXCITING RACES.

COSTLY PRIZES.

Special Engagement of the Distinguished Fancy
Rider,

D. J. CANARY.

Entries close August 26. Entry Blanks mailed
on application.

W. M. FRANCIS, Sec'y,

Box 745, Hartford, Conn.

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 cast-
ing; 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 work-
manship, 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 "Cat-
ford 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.

Second-Hand BICYCLES and TRICYCLES.

New York Bicycle Co.,

Nos. 4 and 6 East 60th Street.

We make a specialty of taking old mounts in part
payment for New Victors, Stars, Rapids, Eagles, Mails,
and for cycles of all other good makes.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled ex-
cept rims. "3" Wheels enameled, balance nickeled.
"4" Enameled with nickel trimmings. "5" Enameled
with polished parts. "6" Half bright and enameled or
painted. "7" Spokes nickeled, balance enameled.

BEARINGS.—"1" Balls to both wheels and pedals.
"2" Balls to both wheels and plain pedals. "3" Balls to
front, cone to rear, plain pedals. "4" Plain to front, cone
to rear, plain pedals. "5" Balls to front, cone to rear,
ball pedals.

CONDITION.—"1" Very little used, fully as good
as a new machine. "2" Tires show but very slight wear,
finish and bearings as good as new. "3" Tires but little
worn, finish only slightly marred, bearings A. 1. "4"
Finish, bearings and tires all in condition of uniform
excellence. "5" Tires slightly worn, finish somewhat
marred, bearings A. 1. "6" Finish and bearings in first-
rate shape, tires somewhat worn. "7" Has new tires,
finish and bearings excellent. "8" Tires somewhat cut,
finish somewhat marred, bearings in very good order.
"9" Good, durable machine, considerably used, but in
very fair condition.

No.	Size.	Name.	Cost.	Price.	Fin.	Bgs.	Contn.
506	54	British Challenge,	140 00	50 00	7	2	5
513	—	Humber Tandem,	250 00	115 00	4	2	5
522	48	Columbia Mustang,	85 00	25 00	4	4	6
523	56	American Club,	135 00	50 00	4	2	5
534	52	Dictator,	130 00	45 00	4	2	3
535	48	Special Star,	135 00	100 00	4	Ball	1
537	51	Rudge Lt. Roadster,	136 25	100 00	4	1	2
539	51	New Mail,	128 75	75 00	4	1	1
544	—	S. S. Tandem,	250 00	180 00	4	1	1
553	52	Singer Matchless,	130 00	65 00	4	1	2
558	—	Col. Lt. Rdstr. T'ke.,	160 00	125 00	4	1	1
567	52	Columbia Expert,	122 50	55 00	3	1	4
572	—	Columbia Tandem,	250 00	150 00	4	1	3
574	50	Columbia Expert,	130 00	80 00	1	2	2
576	54	Victor Roadster,	130 00	78 00	4	1	2
577	54	Columbia Expert,	125 00	60 00	4	2	2
580	52	N. R. Roadster,	132 50	115 00	4	1	1
586	53	Columbia Lt. Rdstr.	127 50	78 00	4	1	2
592	—	New Rapid Safety,	135 00	80 00	4	1	5
596	46	Victor Junior,	50 00	50 00	4	3	1
597	48	Otto Special,	60 00	35 00	5	4	2
598	52	Columbia Expert,	132 50	85 00	3	1	1
600	54	Columbia Expert,	135 00	100 00	1	1	1
601	—	Col. Lt. Rdstr. Tricycle,	160 00	125 00	4	1	1
602	48	Special Star,	137 00	75 00	4	Ball	2
604	52	Columbia Expert,	132 50	90 00	7	1	2
605	56	Columbia Expert,	127 50	90 00	4	1	2
612	52	Premier,	125 00	55 00	1	2	6
613	48	Columbia Expert,	125 00	70 00	3	1	7
615	48	Special Star,	125 00	65 00	4	Ball	2
616	52	Special Club,	125 00	45 00	4	2	6
617	44	Columbia Standard,	80 00	25 00	4	4	6
619	54	Columbia Expert,	135 00	100 00	1	1	1
620	51	Semi Racer Star,	120 00	40 00	4	Ball	4
621	34	Otto	30 00	10 00	5	4	3
627	44	Columbia Standard,	80 00	25 00	1	4	3
628	50	British Challenge,	130 00	30 00	4	4	4
630	—	Premier Tandem Safety,	200 00	170 00	4	1	1
631	48	Columbia Semi-Rdstr,	75 00	45 00	4	3	3
632	40	Otto,	35 00	15 00	5	4	4
634	54	Special Club,	135 00	67 00	3	2	2
635	50	Springfield Roadster,	75 00	45 00	4	Plain	6
636	48	Apollo Lt. Roadster,	135 00	75 00	3	1	1
637	—	New Rapid Safety,	135 00	80 00	4	1	6
638	54	English,	140 00	50 00	3	2	6
639	—	Columbia Veloce Safety,	135 00	105 00	4	1	1
640	54	American Rudge,	110 00	45 00	4	2	6
641	50	Springfield Roadster,	90 00	55 00	3	Plain	5
642	50	New Rapid Roadster,	130 00	75 00	4	1	3
643	54	American Sanspareil,	135 00	45 00	4	2	3
644	52	Columbia Expert,	132 50	65 00	1	2	3
645	52	Columbia Expert,	132 50	56 00	3	1	6
646	48	Special Star,	137 50	95 00	3	Ball	2
647	51	Columbia Lt. Rd'ster,	125 00	85 00	4	1	1
648	54	Columbia Expert,	125 00	85 00	4	1	1
649	52	Victor Lt. Roadster,	137 50	85 00	3	1	3
650	54	Columbia Expert,	135 00	100 00	4	1	1

Upon receipt of \$5 any Bicycle on above list will be sent
C. O. D. for balance, with privilege of examination.
Correspondence invited.

NEW YORK BICYCLE Co.

Nos. 4 and 6 East 60th St.

Dealers in New and Second-hand Machines.

Uplown Agents for Messrs. A. G. Spalding &
Bros. Agents for H. B. Smith Machine
Co.'s "Star" Wheels.



FRONT VIEW

EVERY WHEELMAN AND ATHLETE SHOULD WEAR ONE.

Call's No. 5 Supporters (jock straps) with elastic back, lace front and ad-
justable 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.

AMPLE 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 Bi-
cycles, 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.

BARGAIN.—Royal Mail, 53-inch; nickel, except rim and
spokes; excellent condition. Owner, 104 Hudson
Street, Jersey City. 8-23

FOR SALE.—52-inch Expert Columbia, full nickel; Kirk-
patrick saddle; king of road lamp; \$65. W. H. Ellis,
Waverly, N. Y. 8-23



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

LONG ISLAND CYCLE CO.,

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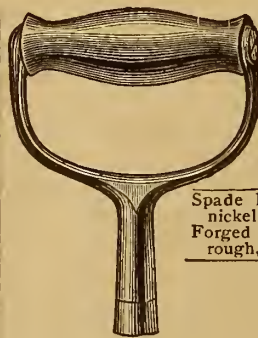
BROOKLYN, N. Y.

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.	Spade Grips, Vulcanite, any style \$.50 per pair.
Forged Steel Spades in the rough, with bolts and grips..	2.00 " "	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 & Washington Sts., BOSTON, MASS.

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

Price \$10 complete, with Chemicals.

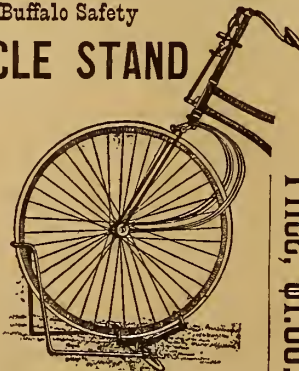
A. G. Spalding & Bros.,
NEW YORK AND CHICAGO.

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
Belts.	No. X Silk, Edge's League color, white centre, Snake Buckle.....	.50
	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.....	3.50

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.