

THE WHEEL

A JOURNAL OF CYCLING

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AND RECREATION.

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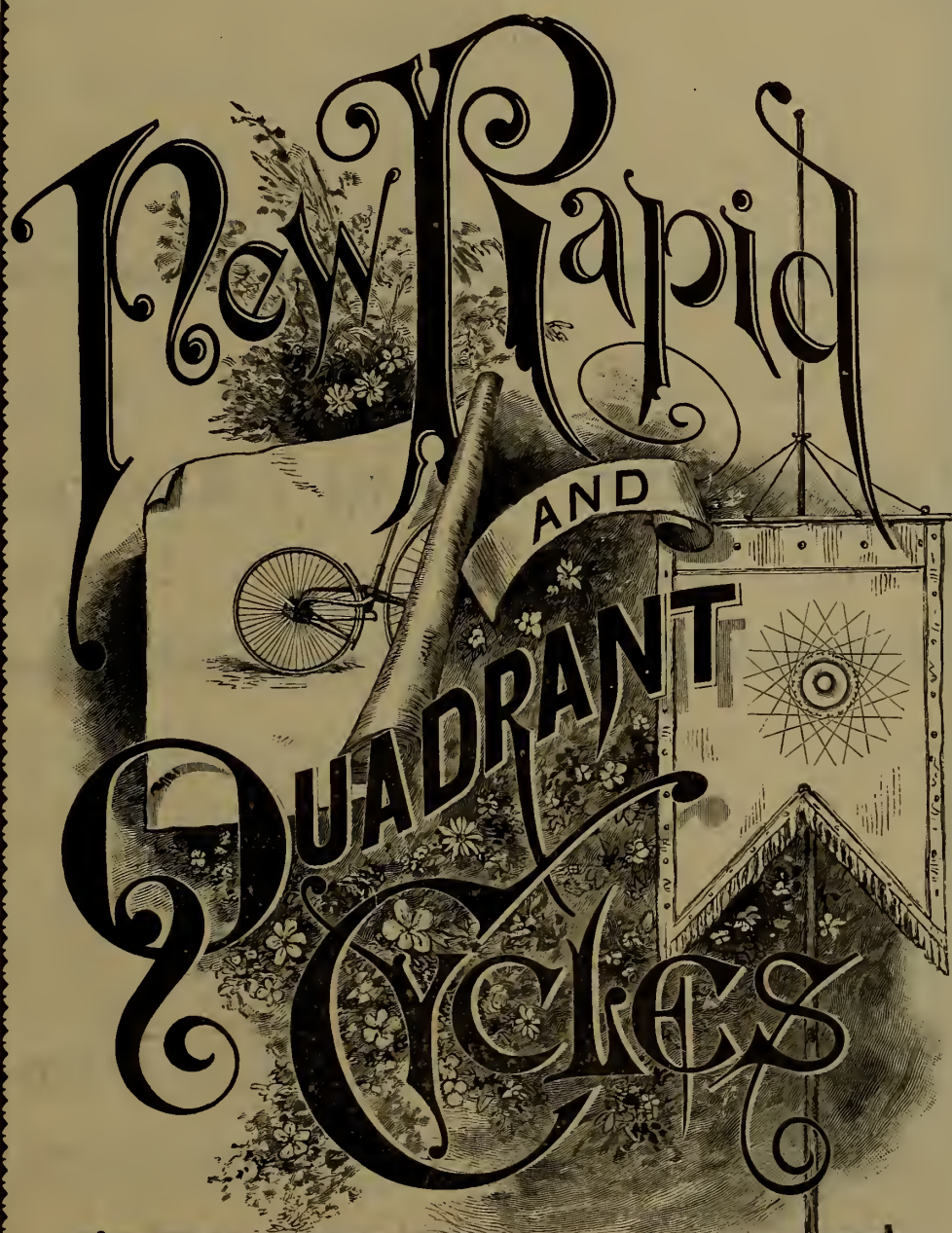
NEW YORK, APRIL 8, 1887.

[WHOLE NUMBER, 288.

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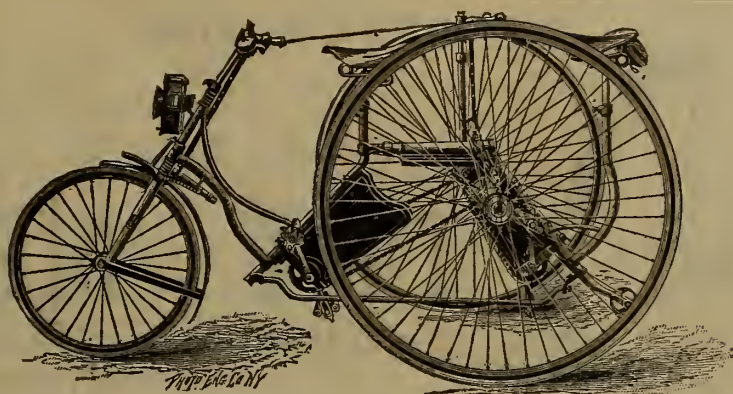
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- No. 43. 48 in. **New Model Star**, 3-4 nickeled, balance enameled, balls front, hollow rims, power traps, new last season. Cost \$135.00. fine shape. Price. \$100.00
- No. 44. 48 in. **American Star**, nickel and enameled.
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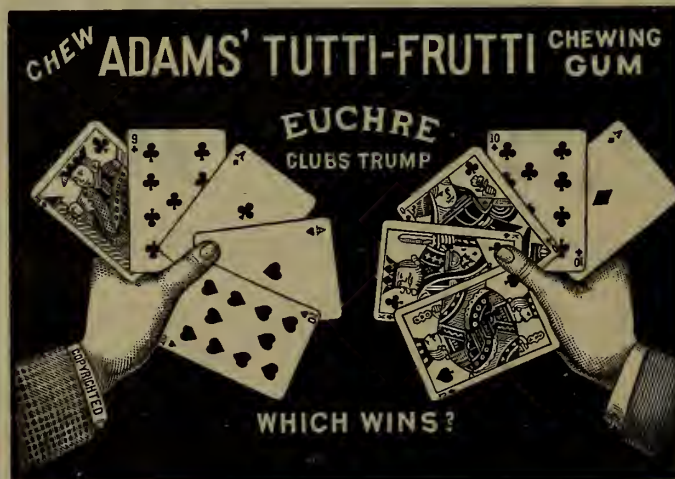
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Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst*. Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst*.

Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

AMHERST COLLEGE GYMNASIUM DIRECTIONS.

This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico-Zapotis) consequently it is a purely vegetable substance.

It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—*N. Y. World*.

It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion.

The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.

As this is swallowed, it co-operates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation.

I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.

R. OGD. DOREMUS, M.D., LL.D.



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EDITORIAL NOTES.

The Bill to secure increased road and park privileges, or rather to have the rights of wheelmen legally recognized throughout New York State, published in *THE WHEEL* of last week exclusively, will probably be presented to the Legislature this week. If there ever was a time when individual efforts will benefit the wheelmen of the state, it is just at this time. The petition blanks, which will shortly be sent out, should be taken hold of in no half-hearted way. They should be filled with names, that they may be hurled with effect at the Special Committee to whom the Bill will be referred, or at the Governor, should he veto the Bill.

Judging from the private letters of prominent League members which have of late been given to the public, one would judge that there is more wire-pulling within League circles, than in a national political party. The energy of these letter-writers is devoted, not to strengthening and spreading the influence

of the League, but to wire-pulling. They might be statesmen in a small way, but they elect to be politicians, also in a small way, in a very small way. There are too many in the swim who want to get to the top, and who are forever working the wires with that object in view. The letters written by League men, angling for office and influence, while not reprehensible in once sense of the word, are not calculated to inspire the ordinary League man with implicit trust in his chiefs and are certainly uncalled for in a social organization. We sincerely commend the sentiment, "More work and less politics" to the members of the Board of Officers."

Spring is here. Last Sunday and Monday conclusively proved that. She has arrived bag and baggage, by which we mean warmth and sunlight. In the name of thousands of wheelmen we bid the dear young thing welcome. For a month they have paused on the door-step of expectation, waiting to take their first spin. We do rejoice not because she will bring a shower of flowers and hand-organs in her wake. No! No! But the frown on the agent's and manufacturer's face will melt, and a broad clutch-action smile will slip into the vacuum. Then will news-notes and advertising contracts be plentiful as the sand of Sahara, and even the cycling editor will rejoice.

Dame Rumor is gadding about a "combine" of the Ixion and New York Bicycle Clubs. The old un' says that the Ixion Club is willing to take the honorable name of New York. We think the idea a commendable one, and we hope to see the "combine" accomplished in the near future. The two clubs have different elements, which, if combined, would result in a prosperous club. It is said a new cycling club house will pierce the ambient air of Gotham, in case the "combine" goes through.

From all quarters come kind words as to the improvement in *THE WHEEL AND RECREATION*. This is all very encouraging, especially as said encouragement takes the practical form of very numerous subscriptions, and we are very thankful to those who helped us. Four months ago we started out to reach our ideal of cycling journalism, amid the jeers of our contemporaries. We think we have advanced a little in the right direction; a little, we say, and yet we have found out that every step forward is the result of incessant labor, and that the standard is yet a long way off. We shall get there much sooner, if our readers will only say, when ordering goods: "I saw your ad. in *THE WHEEL*." We know that the majority of you are vets, highly respectables and celebrities, but the dealer will think none the less of you, and you will be increasing the value of your dollar's worth.

We start our lawn tennis department this week. It will in no way conflict or deteriorate the excellence which we are now striving after in our wheel department; on the contrary, we shall have increased subscription and advertising support, which will enable us to add desirable features from time to time. The two sports are allied, and we have no doubt that many tennis players will be induced to take to the wheel.

STOOL-PIGEONS OF THE "C. T. C."

EDITOR OF *THE WHEEL*:—Your Minneapolis correspondent speaks vaguely in saying I'm a rather hard man to convert. But, inasmuch as he banked a dollar of his money with me a year ago, I don't really believe he'd like to see me converted from such long-cherished ideas as that "honesty is the best policy," and that "the presence of a self-confessed forger at the head of an 'international tailoring concern,' is a disgrace to all who patronize it." Whenever I have the hoped-for pleasure of meeting my Minneapolis friend face to face, I think I can convert him to the policy of calling things by their right names. Why support a forger, because he calls himself "the C. T. C."?

The sort of "C. T. C." which is prattled about in the whimsical rhapsodies of the jocular Mr. Weston, is a myth which I am not at all concerned with. "It's details," as he says, all need filling up." It has neither length, breath nor thickness. Its local habitation must be the moon, for this present planet has no capacity for containing anything so wonderful. It is a genuine fad and fetich, and, as I never interfere with matters of religion and superstition, I never intend to say a word against it. In the presence of such a mystery and marvel, my finite mind shall be forever dumb.

The sort of "C. T. C." which I want to warn American wheelmen from giving any further countenance to, is altogether different from this—so different, that Mr. Weston seems never to have heard of it. This purely mundane and tangible "C. T. C." is a badge-and-breeches-selling concern at London, run by an ex-commercial traveller, who has an office on Fleet street, and who calls himself "Secretary-Editor." Last year, when I suppose he ran the shop honestly, I wrote the chapter in my book, which mildly recommends Americans to support it for the sake of its rather interesting, (though always badly edited) *Gazette*. But, on November 22d, the absolute owner of the "C. T. C." confessed in a London law court, that he printed a forged letter in his *Gazette*, over the signature of our own and only, Jo Pennell. Thereupon the presiding judge, Mr. Justice Wells, promptly kicked him out of court, with the most scathing rebuke, for having "indulged in the lowest and vilest abuse of the worst form of journalism."

The effrontery of this person, after such an exposure, in keeping his clutch on the badge-and-breeches business, by posing as the chief of "the largest athletic organization known to the records of sport," is not only astounding on its own account, but it throws a strong side-light upon the average moral sense of the Londoners and other Englishmen who tolerate such effrontery. American wheelmen, whatever their shortcomings, would surely never allow a self-confessed forger to remain in a representative position, four months after the exposure of his disgrace; and they should no longer send their money abroad to support such a person in his sinful schemes. All foreign subscribers to the present "C. T. C." are simply stool-pigeons and decoy ducks, for assisting the "Secretary-Editor to make an ignoble livelihood, by gulling the Londoners. Let "L. B. G. of Minneapolis," lend his help towards stopping the shameless fraud!

KARL KRON.

The University Bldg., April 2d.

RIPLEY.

[A famous cycling Inn.—Ed.]

Sweet Ripley, loveliest village on the Wey,
 Where rest rewards the riding of the day;
 Where smiling Spring again the wheelmen brings,
 Again renews the memory which clings
 To thy old Anchor, of all inns the best,
 Where oft my weary legs have found sweet rest.
 How often have I ridden up thy street
 Knowing full well that many friends I'd meet;
 How often have I sat beside thy fire,
 And listened to the yarns of cycling liar,
 Whilst Annie, sweetest of her fickle sex,
 Whose temper even cyclists could not vex,
 A pleasant word for every man would find,
 And for a wheelman trouble would not mind,
 How often have I dived into the stream,
 And 'neath the sunbeams floated in a dream.
 Or in the parlor sat and smoked at night,
 Till spirits of those gone came into sight!
 Of Cortis who lies dead beyond the wave,
 So swift, so cheery, lion-hearted, brave,
 And other memories though the smoke would steal
 Of dear old chums, good fellows of the wheel;
 Men who at Ripley saw the new year in,
 Nor cared for weather, rode through thick and thin.
 How often shall I dream in future times,
 When I perchance may be in foreign climes,
 Of Ripley, Dearest old familiar spot,
 Where'er I go I shall forget thee not.

—Wheeling.

THE WELSHER.

TRAINING FOR CYCLE RACING.

KNOW THYSELF. PRELIMINARY TRAINING.

At this season of the year, men ambitious for the track or possibly road honors, begin to prepare themselves for a season of competition. If a complete novice, the ambitious one will steal off to some level stretch of road, possibly to the local race track, and there drive furiously around for a mile or two, possibly for a half hour, while some experienced (?) friend holds a Waterbury on him, and repeatedly urges him on to renewed over-exertion.

Some three years ago, one *Cyclos* made out a strong case against path-racing, claiming that it superinduced heart and lung troubles, and a host of other and minor ills. While *Cyclos'* plaint was sadly overdrawn, there was, nevertheless, much of truth in it, and as this year will probably show a decided advance, both in the quantity and quality of the racing of previous years, I thought a few training talks might prove of interest to your readers, and would certainly be of value to the racing division.

In essays and books of training, it has generally been customary to address the opening chapter to the trainer. But this is scarcely necessary; it certainly is not in cycling, because handlers are rarely employed by racing wheelmen, and the few trainers we have in this country, have been so completely and entirely successful, that it would be folly for me to attempt to give them pointers. We simply desire to point out to the men themselves the evils of injudicious training, and to run over the general principals of a training system, which will enable them to get fit, and accomplish the best results of which they are capable.

The first thing a man should do is to "know himself," by which I mean that he should have his heart and lungs examined by a reputable physician, to determine if they are perfectly sound, and able to undergo the strains of training and racing. Out of a field of twenty novices, perhaps one is fully equipped by nature to engage in severe

races, a few might race with but little danger, quite a number are not of the proper build or quality, muscular and vital, while a few are totally unfit for competitors, and they are actually tempting the fates by engaging in punishing races. To be sure they will not drop dead, but they are pretty sure to bring on valvular diseases of the heart, which increase in middle life, or their lungs are liable to strains, resulting in asthma or possibly consumption. It is to this last class of racing man that we would point out the ineffectuality of sacrificing their prospects of a long and enjoyable life, for the comparatively petty and ephemeral triumphs of the race-path.

But it is often the case that a good man—by which we mean one of a good sound vital and muscular constitution—will often go wrong at the outset of his career, from making abnormal effort without proper preparation, from overwork, or from overtraining. By observing the principles I shall formulate, all of these can be avoided. The principle object in the earliest stage of training, is to raise the general standard of the body up to that pitch required to withstand training. Before engaging in the actual work of training on the path, the trainer should regulate his diet, and take gymnastic exercise to strengthen the upper part of the body, which is a more important factor and ally than most racing men suppose.

Probably there is nothing more important than diet. The principal object of dieting is to develop the muscular power, and at the same time reduce excess of fat, which more or less clogs the muscles, heart and lungs of an untrained man. The chief place for fatty deposits is directly under the skin, and among the intestines and around the vital organs of the body. Of course, the presence of fat in small quantities is essential to the well-being of the system. The idea of dieting is to rid the system of the excess of fat which accumulates under a liberal regime, and to supply the system with muscle making foods.

As water and other liquids are the principle weight-making elements taken into the body, it is well in the earliest stages of training, to gradually decrease the amount of liquids taken into the system, until a happy medium is reached. Wine and other spirituous liquors must be dropped from the menu, at least until the man is thoroughly trained, when some ale, or possibly table claret may be taken after the meal is finished, but should not be drank between mouthfuls or between meals. It is better to sip water slowly, rather than to gulp a large quantity, especially if it be cold. It is the parched condition of the throat that prompts one to take water, and if the cold water is allowed to slowly trickle over the parched surface, more benefit will result than if a large quantity were bolted. But this liquid question can be overdone. Each man's system requires a certain amount of liquid as a basis for the fluids of the body, and if this want is not supplied, the trainer will become fretful and irritable, and the entire body will be feverish. The trainer should shut off on liquids just enough to take the flaccidity out of the muscles, and to reduce the weight of the body. The proper amount of production depends on the size and build of the man, a naturally lean man, being of course unable to loose very much. The subject of the relative value of foods, will be treated in a future article.

TITNAM.

THE HARLEM WHEELMEN DINE.

On last Monday evening the members of the Harlem Wheelmen held their annual dinner at Martinelli's. Covers were laid for forty, among whom were eight members from the Citizens Club, and a number of gentlemen of the Long Island Wheelmen. Mr. W. H. DeGraff filled the role of Toastmaster most acceptably.

In response to the different toasts some of the guests made stirring speeches. Mr. Bidwell spoke of the bill to be presented to the Legislature to have the road rights of bicyclists protected, and strongly urged the wheemen present to do all in their power to forward the bill. Mr. Luscomb, of the L. I. W., gave the boys an insight into Long Island politics, and strongly urged that C. C. Bidwell be given a seat on the Executive committee. Mr. Richard Nelson responded to "The Citizens' Club;" Mr. Jugalla, Treasurer of the Harlem Wheelmen, spoke of the prosperity of the club; President, J. B. Halsey, spoke of the future of the future of the club, and Mr. F. A. Ryer, gave a pleasant talk. Among the guests were Messrs. G. R. Bidwell, Knight Clapp, Simeon Ford, Thomas Smith, R. Nelson, Eliot Mason, H. P. Ashley and C. S. Luscomb.

For a first attempt the affair was highly successful, and the committee having it in charge, Messrs. Halsted, Benjamin, and Pressinger, are to be congratulated on their effort.

The Club House, which has been so long in the hands of the renovating vandals, has been turned over to the members, and they cordially invite wheelmen to call upon them any evening. A number of pool sharps are always kept on hand to lure the unwary and unskillful, and parties may always be found ready for a scorch at Tarrytown, or a sedate ramble over the Drive. This season, invitations will be extended to other clubs to take amalgamated runs, and a new departure is the admission of ladies to Club membership.

FROM THE PACIFIC COAST.

Messrs. Thornton, Mangrum and Bailey of the Garden City Wheelmen, San Jose, went South on Sunday March 20th, as far as San Juan by way of Gilroy, and returning by way of Watsonville and over the Santa Cruz mountains, it was their intention to get home the same day but the mountains proved too much for them, and they camped out for the night in an old log cabin, returning home next morning, they report a portion of their road as submerged with water, so that they kept continually running off the road and forced to dismount in the water, while Mr. Mangrum at one place got into about two feet of quicksand, into which he took a neat header; the entire distance covered was 110 miles. Mr. E. S. Jones and wife, late of Denver, Col., have permanently located in San Jose. Mr. Jones believes it to be the finest riding district in the United States, as the roads are all finely graveled in every direction. Mr. Jones and wife may be seen upon the streets every day with their tandem, and a great many residents are very favorably impressed with the sport.

HOGKIM.

Some Boston men are hankering after one of Singer's Eight-in-Hands.

"T is a simple tale, and told right on without eloquence, and altogether lacking in show of speech, but full, withal, of things touching upon facts."

WE WANT



To mail you our new Illustrated Catalog. Please send your address. It will give you the whole story of Cycles we make, and help you to find what



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If you ride, you will do well to ride the best wheel you can find,
and we want to ask but one favor in the matter, that
you will SEE THE VICTOR before you buy.

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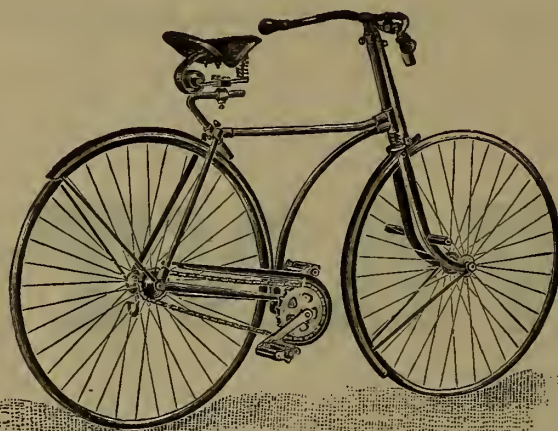
BOSTON.

THEY TAKE THE LEAD!

SINGER CYCLES.

The Apollo

Is a light roadster of unsurpassed lightness. The easiest running bearings yet made. Double balls to front wheel. Ball bearing head. Detachable bars and spade handles. Finish enamel and nickel. Price 50 inch, \$135.00.



Apollo Safety.

The Challenge

Is a light grade Roadster, at a low price, but of sterling merit, and we claim the most ever offered for the money. Balls to both wheels, detachable bar, spade handles, finish enamel and nickel. Price, 50 inch, \$105.00.

Light, rigid, immense on hills, safe as a Tricycle. With balls to both wheels and ball pedals. Price, \$140.00.

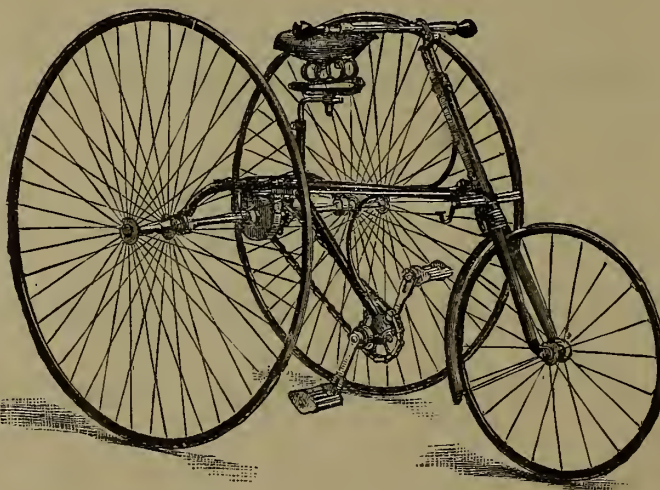
S. S. S. Tricycles

No. 1 for Gents. No. 2 for Ladies,

—AND—

TANDEMS.

See these wheels before buying. They embody new features, which are worth considering.



S. S. S. Tricycle, No. 1.

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IS ALL READY, AND WILL
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A few good, reliable Agents wanted.

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Southern Department.

N. L. COLLAMER, Editor,
ST. CLOUD BUILDING, WASHINGTON, D. C.

All matter in this Department is under the management and control of its Editor, to whom communications should be addressed at his office. Advertisements and subscriptions will also be received by him at regular rates. Copy should be received by Sunday.

The editor wishes it distinctly understood, that the publication of any correspondence in this department, does not necessarily imply his concurrence with any opinions expressed therein.

NOTICE.

In order that this Department shall be truly representative of the South, as it is intended it shall be, we would like to hear from club-secretaries and newspaper correspondents in the Carolinas, Ga., Ala., La., Texas, and Kentucky. All items of news thankfully received. Regular correspondents for these columns desired in the States mentioned.

THE EDITOR.

EDITORIAL.

The Westminster Meet on Monday next will be an attractive affair, and all who can do so should go. With such hosts as the Cycling Ramblers, visitors can assure themselves that they will have an enjoyable time.

The period of suspense is upon us. Now that the mail votes are in, there will be ten days and more to wait before the announcement of returns. Maryland and the District hold their breaths—especially the latter Division, where much is at stake; our two very best and most eligible candidates are up for our suffrages, and it's about "six of one, and a half-dozen of the other." We blush as we say it, but the old saw comes in here too appropriately to be omitted: "May the best man win."

At last Spring has opened! Day before yesterday saw snow on the ground—to-day we begin to think of dressing lighter. Washington will have about ten weeks of solid enjoyment, barring a few April showers, and then our wheels must be put away till Fall. Make the best use of your time boys, while you can.

Private letters endorse our vigorous attacks on the League Uniform Committee; and other papers, somewhat slower than THE WHEEL to raise their voices in indignation at a manifest dalliance with a matter affecting so many, have finally joined in the hue and cry. We note now that "orders will be received after April 20th." And then two hundred a day! What firm can keep pace with the demand?

BALTIMORE EXPLANATIONS.

[SPECIAL.]

The Ramblers are "sick." They went to the expense of having tickets printed with S. T. Clark for Chief Consul, and after sending them, together with little notes and envelopes to all they thought would vote it, Mr. Clark told them he desired his name withdrawn.

I saw Mr. Clark yesterday and he told me the following:

Q. "Are you going to run for C. C.?"

A. "No, the thing is all mixed up and it was through my answer to two or three gentlemen on the night of our meeting."

Q. "Have you any objections to tell me how it came about?"

A. "None at all. It was this way; certain parties asked me what I would do if I were elected C. C. and I told them I would do my best. After the meeting, as I was not nominated, I thought no more of the matter, and now that my name is out, without a regular nomination, I desire it to be withdrawn, and if you will see Mr. Turner he will explain it all."

Q. "Would you have run if you had had a regular nomination?"

A. "Yes, I think probably I should."

After this I saw Mr. Turner and he said that the appearance of Mr. Clark's name on the tickets sup-

posed to be issued by the Ramblers was due to over anxiety of two or three of their members to see Mr. C. elected. The club did not sanction the printing of the tickets and the members who got up the plan paid the bill as individuals. The club make a statement in this week's *Bulletin* clearing both Mr. C. and themselves of any supposed underhand work and hope all will pass over for the best.

The Rambler's are going to have an informal reception on April 14th. Members invite gentlemen friends only. No ladies. Strictly Stag.

CHESAPEAKE.

WASHINGTON NEWS.

[REGULAR CORRESPONDENCE.]

The Cycle Club gave a run to Brightwood last Sunday.

The Capital Club went to C. J.'s Bridge the same day. Bert Owen has offered his cottage at Martha's Vinyard for the use of the club on its outing this summer. About 20 names are down now as going—25 necessary.

The Cycle Club records another "split." This time it was Harry Lammond who resigned. He has formed another club, the Columbia Cycle Club, with the following officers: C. S. West, President; H. Rittenhouse, Vice-President; F. W. Down, Secretary; J. P. Kane, Treasurer; H. A. Lammond, Captain; F. T. Lowey, Chronometer and W. W. Maloney and R. Murphy, first and second Lieutenants. There are said to be fifteen charter members.

WHITE HOUSE.

KENTUCKY NOTES.

[REGULAR CORRESPONDENCE.]

Cycling here is early on the move. The old runs are being gone over with diligence "just to see if they are still there," while the man with the road-map and the enlarged bump of locality is searching out fresh worlds to conquer in the way of roads.

Likewise the road-hog is having his annual spasm. If he would only do as his illustrious compeer, the ground-hog, does; that is, come out and see his shadow, or himself in a looking-glass, and then crawl back in his hole, disgusted as he should be, the cyclists would be glad to push the cavity in after him, provided he did not fill it in himself.

If nothing else can be done, the wheelmen will resolve themselves into a band of regulators for self-protection, and a few milk-men with dark-blue frescoed eye-brows will not be an infrequent sight between now and Easter.

The Avondale's new club-house at the Corner of Forest Avenue and Mound Street, Avondale, is in process of construction. The Club is on an active and prosperous basis.

President Al Watcher and Messrs. Curringer and Toie, of the Kenton Wheel Club and Mr. Perrin of the Wyoming Club, went to Lebanon, Ohio, last Sunday and while the trip was a long one for this time of the year, it was most successfully accomplished.

The trip up was made easily, via Mand's Station and Mason, arriving in Lebanon at 12 o'clock mid-day. Cyclometers measuring 40 miles.

The start back was made at one o'clock, and, though the rain that set in made the pikes "greasy," Wyoming was reached at dusk. Mr. Perrin invited the boys to sup with him and come home afterwards on the train, but only Toie accepted. Watcher and Croninger were determined to make an all-day ride so they chased each other home, arriving about 9 o'clock.

Eighty miles on a March day is right good travelling.

A doughnut pendant from the Kenton Club chandelier and labelled "Lebanon Grub," speaks poorly of the hotels there, and the mud-stained wheels labelled "They Got There Just the Same" tell the story of the pikes.

A curious and very odious if not odorous piece of fence advertising was found by an inquisitive and observant wheelman on a bridge at Miamitown last week. It read "Podogue—For Stinking Feet." Don't blush, now, for this is a fact and no mistake. We hope the citizens of Miamitown will resent this imputation and paralyze the next fence-dauber who dares to appear in their midst.

A number of members of the Brighton Bicycle Club ran to Hamilton on Sunday the 27th, together with some of the Central Club men. Despite the rain in the afternoon it was a pleasant journey.

Did you ever see two wheelmen collide and get their wheels locked so that it took half-an-hour of pulling and hauling to get them apart? Such was the aspect presented by two riders one afternoon last week. They walked home.

For a nice short run "and a nice little town" and a nice big dinner at the end of it I should recommend the Miamitown route. Thirteen miles is not far, but far enough, for a moderately inclined cyclist out on a ride for recreation and exercise.

Messrs. Willison, Smith, Blick and Croninger of Covington went there last Sunday and report having had an "immense" time, barring a quadruple act performed on the big hill coming back to the city, when it took some fifteen minutes to untangle the legs, arms, spokes, and to assort the same to their proper corners. Nobody hurt.

Mr. C. T. Estabrook is now local cycling correspondent of the Cincinnati *Commercial Gazette*, which furnishes a weekly column of wheel matter.

NORR.

MACON MUSINGS.

[REGULAR CORRESPONDENCE.]

On Tuesday evening, March 28th, the wheelmen of this city met at the office of Dr. W. C. Gibson, in response to a published call, and affected reorganization, with an active membership numbering seventeen. The following officers were elected: Pres. Dr. W. C. Gibson, Sec.-Treas. C. J. Winberg, Capt. J. C. Flynn, First-Lieut. R. A. Brantley, Color Bearer, J. W. Burke, Jr., "Central City Cyclists" was adopted as the club name. Committees were appointed to act on the question of club uniform and other matters.

The question of League, or Non-League was agitated, but after discussion, it was decided in favor of the latter, as there were several professionals who would have been ruled out, had a vote been cast in favor of League.

There is a lack of that sentiment here which, in the north, is so strong against the professional element. Some of our most prominent wheelmen belong to that class, having been led astray by Prince several years ago, and they, in turn, have led others off until we have quite a number of them.

After a few days of rain, the roads are in fine condition, no dust and solid as macadamized turnpikes, and our spirits are accordingly soaring high. The appearance of an American Safety on the streets is attracting some favorable attention from would-be buyers. Our number will soon be increased by the arrival of six Light Champions, with prospects of many more to follow. The quarter mile bicycle track is being overhauled and repaired, and when the boys get to hunting around it again, Springfield will have to guard her laurels.

Macon, Ga. April 1st, 1887. G. W. RIBBLE.

WESTMINSTER NOTICE.

[SPECIAL TO THE WHEEL.]

Please issue a special invitation in the columns of THE WHEEL to all the clubs in the vicinity, to attend our Bicycle Parade, Meet, and Trade Display on Easter Monday, April 11th. Wheelmen will be welcomed and their wants attended to in the best manner.

THE CYCLING RAMBLERS,
By 5,100.

PADUCAH CLUB.

[Special to THE WHEEL.]

Pursuant to a call the wheelmen of Paducah met on the twenty-sixth day of March 1887, at the office of Dr. N. H. Wilkinson, for the purpose of forming a Bicycle Club. Chas. Gilbert was elected temporary Chairman and R. H. Woolfalk temporary Secretary, when the following names were enrolled: N. H. Wilkinson, J. R. Seates, Chas. Gilbert, W. V. Wheeler, B. W. Ha Dall, L. P. Fraser, F. E. Lack, Cris, Kalp, R. H. Woolfalk, Leslie Saul, Saunders Fowler, Van Burnett by proxy. After the enrollment of names the following officers were unanimously elected: Pres. N. H. Wilkinson, Vice-Pres. Chas. Gilbert, Sec. and Treas. R. H. Woolfalk, Captain J. R. Seates, First-Lieut. W. V. Wheeler, Bugler, Leslie Saule, Color Bearer Cris, Kalp. A Committee of three were appointed to engage suitable rooms and temporarily furnish them. Also one to draft Constitution and Bylaws.

By a unanimous consent, it was decided that this organization should be known as the Paducah Bi Club.

R. H. WAKEFIELD.

THE SOUTHERN TOUR.

Mr. Collamer announces the Prospectus now ready. He will send one to each of the clubs in this part of the country, with a request that it be posted in a conspicuous place, and in addition all who apply for copies will be supplied.

As I understand names are coming in slower than was expected. The Tour certainly is going to be a big thing and most enjoyable, and I think all should go who possibly can. Up to this writing the following have been appointed Roadmasters:

J. A. Wells, Philadelphia, Pa.
Philadelphia to Paoli.
S. M. Mallalien, Coatesville, Pa.
Paoli to Coatesville.
J. M. Boyd, Coatesville, Pa.
Coatesville to Lancaster.
Chas. Haberbush, Lancaster, Pa.
Lancaster to York.
G. E. Jacobs, Gettysburg, Pa.
Gettysburg to Hagerstown.
Geo. F. Updegraff, Hagerstown, Md.
Hagerstown to Martinsburg.
A. L. Martin, Martinsburg, W. Va.
Martinsburg to Winchester.
L. N. Barton, Winchester, Va.
Winchester to New Market.
P. S. Thomas, Harrisonburg, Va.
Harrisonburg to Staunton.

The following extract from the Prospectus, relating to the expense, may be read with interest:

"The total cost *per capita* will be \$24.00, and this sum will be collected from each tourist before starting and deposited in a Philadelphia Bank. All bills will be paid by the Marshall by checks on this bank, and the tourists will thus secure the very best hotel accommodations, baggage, transportation etc., without trouble to themselves, cave admission, carriage rides when necessary, and ample attendance to meet the demands of all and avoid delays. Good weather is hoped for—fairly prayed for—but should the elements render a change of programme necessary, the will of the majority on the wisest course to pursue will be consulted. The above fee pays for necessary expenses in event of fair weather, and additional expenses will of course be extra.

DEPOSIT RECEIPTS.

have been issued by the Marshal, and will be given for deposits of not less than one dollar. Those deciding to go should obtain these receipts by payment of a small earnest of their intention *as early as possible*, and secure to themselves places in line, in order that the limit may not be exceeded.

Parties desiring to participate in the Tour throughout part of its length should make special arrangements with the Marshal.

Good sized parties are being made up in Philadelphia and Baltimore to ride part way. For information address John A. Wells, box 1228, or W. P. Hall, 29 German Street in the two cities respectively, but be sure to secure your Deposit Receipt as above in order that a place in line may be reserved for you.

The Marshal is now looking for a Captain for the Tour and asks me to issue a call for volunteers. Write him ye commanders. M.M.

DISSENSION IN THE MASS. CLUB.

"HERE'S A PRETTY MESS!"

It may seem very strange to wheelmen not members of the Massachusetts Bicycle Club, that a debt of the comparatively small amount of \$2100 should be allowed to encumber an organization with a membership of almost two hundred. The trouble, however, is that a millstone larger than the debt is the weight that is rising the mischief, and until this is removed, matters will continue to be as unpleasant as they are to-day. There are several members who could easily take the debt upon their shoulders, but will not do so while the present discord exists in the club. The acrimony was aroused by the last election, when the minority, instead of yielding to the wishes of the majority, refused to abide by their decision, while one of the leaders was heard to remark that "he would ruin the club." The club desires a lease of the premises, but it will be unable to obtain it until the debt is paid, which must be done by May 1. Unless there is a change of feeling on the part of the creditors before that date, or the debt is paid, the club will be obliged to change its quarters, a proceeding not at all desirable, on account of the excellence and completeness of the present location. The club-house is a very valuable piece of property, has risen in value, and another

residence could not be so easily secured. Matters will undoubtedly be thoroughly discussed and ventilated at the meeting to be held Tuesday evening, which will be one of the most important ever held by the club, and will attract a full attendance. The club is regarded as one of the best in the country, has the largest League membership, and is most highly esteemed, and the unpleasant condition of affairs will be heard everywhere with regret.

"The article in yesterday's *Herald*," said a member of the Massachusetts Bicycle Club, "seems to have been read by every member, and is causing a deal of consternation. While it was substantially correct, it is well, in justice to the club, to give the inside figures. The Massachusetts Bicycle Club at present shoulders an indebtedness of about \$2100. The club's assets consist of \$350 in collectable dues and cash, and furniture and fixtures, for which, if put under the hammer, it would realize at least \$1200, which would reduce the debt to about \$550. Of course the club will not find it necessary to resort to any such means to pay its liabilities. At the next meeting it is proposed to vote an assessment of \$5 per member, which ought to bring in about \$1000, and already a subscription paper to raise the balance is in circulation. The present membership of club is 210, and not 180, as previously stated."

PHILADELPHIA POINTERS.

To wind up comment from this quarter on the Aaron-Wells-Bassett *et al.* matter, it may be said, that Mr. Aaron is to be commended for the good sense he has shown at last, in dropping the unpleasant controversy. It is much to be regretted that he did not see fit to adopt this course about two months ago; but, better late, etc. *Vade in pace.* Mr. Wells, too, has exhibited a degree of wisdom, in accepting the compromise in the attachment suit. Also in declining to hold—or rather run for—office again. It is noticed by sharp eyes, that the announcement at the head of the editorial column, "that this paper is the official organ of the Pennsylvania Division," has been removed, and a small declaration of independence substituted.

The Philadelphia *Times* for the 3d inst., devotes an entire column to a "Cyclers' Corner," giving a short resume of the progress of cycling in this city. It is pleasant to note that so many of our leading dailies are devoting space weekly to our sport. We Philadelphians have, however, been notably blessed in this respect, and it is doubtless due, in a measure, to the strong, if short editorials in the *Times* and *Press*, that we were finally given the use of the park drives.

The park, by the way, will be much improved in the matter of roadways this season. The East River Drive has been extended three miles along the Schuylkill's shady banks to the Falls. Cyclers know well, that the toothsome catfish and succulent waffle abound at "the Falls," and sauced by the hunger resulting from a sharp afternoon's run—Oh, don't!

The wheel dealers in this village have long since straightened out their stocks for the Spring trade. The Hart Cycle Company will handle the Columbias of course. Brown, on Broad street, has the New Rapid and Quadrants. Strong & Green still pin their faith to Stars and Stellar tricycles. Tryon & Company, on Sixth street, will this year take care of the New Mail and Victor wheels, with Sam Gideon at the head of the cycle department. All report favorable indications for a good trade.

The elder Gideon—he of five-lap-track antagonism—has duly and regularly, in accordance with his practice for years past, notified his friends, that "he will not race this year." Hill, of the Pennsylvania Club, has invested in a very handsome New Rapid

racer—but more than a fine wheel is necessary to make a "flier." Kohler, the fast road rider, is said to have heart trouble, which will compel him to quit hard riding. The best racing man we now have, apparently is Bart Keen, of the University of Pennsylvania, though he has more endurance than speed.

One of our large clubs is seriously considering the project of getting over a Singer's Four-in-Hand Cycle. I hope that one of the first to go out the Pike on it may be

DIXEY.

BROOKLYN BICYCLE CLUB MEMBERS ATTENTION!

In the last issue of THE WHEEL, appeared an article over the signature of "Felix," which seems to have been decidedly unjust to Messrs. Homan, Blood, Potter and Jones, by intimating that Messrs. Homan and Blood were over-burdened with "lucre," and not with brains, while the contrary was the case with Messrs. Potter and Jones.

We are glad to learn that there is no personal contention in the Brooklyn Club beyond friendly electioneering rivalry, and we are still more pleased that the gentlemen referred to are held in high repute by their fellow club members, and all wheelmen who know them.

The editor would state, that the article was admitted to THE WHEEL's columns under the supposition that it was countenanced by certain members of the Brooklyn Club, whose club loyalty and integrity can not for a moment be questioned, and in whom he had implicit reliance. We hope the gentlemen referred to so unpleasantly, will accept this as the editor's best endeavor to dissipate the false impression which "Felix's" article may have caused. We wish it distinctly understood, that the article was not written by a member of the Brooklyn Club.

THE SAME OLD CHESTNUT SONG.

(See cycling papers.)

Roll I along
On my tried wheel,
Sing I my song
Onward I steal—

Swiftly o'er hill and plain
Singing the glad refrain,
"Farewell to woes and pain,
All things 'twill heal."

Clear sounds the tune
In the clear night,
While the full moon
Sheds its soft light;

Leaving behind all care,
Breathing the bracing air,
Courage have I to date;
Sing with full might.

Loudly I sing
Of my loved steed,
Joys he can bring
By his swift speed.

Voice I the thanks I feel,
Honor the silent wheel,
Praise for the horse of steel,
Praise in full mede.

Ever and now,
Truest of friends,
Best gift art thou
Heaven e'er sends.

Happy I'd be to own
Thee as a friend alone—
What's that I struck? A stone?
Here my song ends.

JONAH.

JONAH'S JERSEY JOTTINGS.

I dropped into THE WHEEL office the other day, Editor Prial gave me a cordial welcome, and really seemed glad to see me. I have been very busy for several months, and Prial has had a long and much needed rest. Now Prial is nothing if not grateful. Hence the warmth of his greeting. You see like the rest of weak, conceited mankind, I am persuaded, perhaps to a more than ordinary degree that I know more about the running of ninety-nine out of a hundred kinds of businesses than the owners thereof themselves. And so for years, it has been my wont to drop in and tell Fred. Jenkins, Ned. Oliver, and the rest of them just how THE WHEEL should be run to make it a paying investment, and the boss bicycle journal. Oliver and Jenkins received my suggestions patiently and with a smile of seeming gratitude. Prial would say: "That's a good idea, I'll put it in my book. You know I have a book full of my friends' suggestions? It's a big one now, and if I live long enough I expect to make use of all of them." What greater encouragement could one ask? So I and the rest of his committee of one hundred advisers have continued to pour in our advice daily, hourly, and continuously. Prial wrote on, smiled on, and listened. And with all no wave of trouble rolled across his peaceful brow.

For the most part the past Winter has been a hard one—snow, slush, mud. Very different indeed from 1885, when there was good wheeling up to New Year's. The "toughs" have been at it, of course, as hard as ever, and have ploughed through the snow and skidded through the ice. I must confess to being a "tenderfoot," and have had to rely on interviewing the "toughs" to gather this week's budget of news, which of necessity is rather of a prospective than present character.

With the near advent of the riding season, the prospects for the team road race on Decoration Day begin to take a leading part in the wheel chat of the Jersey members of the Association. The Hudson County, Union County, and Elizabeth Wheelmen will surely enter teams. Of the intentions of Orange, Rutherford and Newark I have heard nothing.

There are eight candidates, I understand, for the H. C. W. team—all Star riders. This club has had the advantage of its intimate connection with the Jersey City Athletic Club, and the racers have had a chance to harden their muscles in a fine gymnasium. Stenken has been doing good work, and is said to be stronger and faster than ever. If his improvement has been at all considerable, Hall, Valentine, Greenman, and Halsted will have to do some lively pumping to carry off the individual prizes.

Pierson, Hetfield and Burnet will probably compose three-fourths of the U. C. W. team. Burnet is an Elizabethan, and has proved himself in track and road races a good "little one." Hetfield, though a new hand, is said to be a scorcher from Way Back. Stories have reached me about big rides of his on consecutive days, and he is said to be able to crowd 200 miles on country roads.

The Star craze has struck Elizabeth with a vengeance. Such dyed-in-the-wool cranks as the Bonnetts, father and son, now push the levers, while Jenkins and Barrows display strong symptoms that way. Defeat has not cooled the ardor of the E. W. nor its enthusiasm for the success of the association. The crop of candidates for team honors is as large as ever. The club's representatives will probably be chosen from the following aspirants: S. B. Bowman, E. J. Runyon, D. B. Bonnett, A. N. Lukens, and L. B. Bonnett, Stars; W. H. Caldwell, G. C. Pennell, and A. S. Bellinger, Cranks; and A. C. Jenkins and W. J. Burrows, on the fence. The Bonnetts, Caldwell and Bellinger have been members of former teams.

The Plainfield Bicycle Club is a grateful and gallant one. On Feb. 22 its friends among the ladies, by a fair, assisted it in adding \$550 to the club's treasury. As a token of appreciation, the wheelmen are to tender them a reception at the Park House on April 18.

Work on the new club-house of the E. W. will be begun this week. On the 13th inst. the Wesleyan College Glee Club will give a concert at the Temple Opera House, for the joint benefit of the college

football association and the E. W. building fund. The efforts of the "ticket fiends" have been crowned with success, and a big house is insured.

There is great unanimity in the League elections in this State. The work of the nominating committee has been so satisfactorily received that there will be no opposition. The candidates are all "good men and true." Dr. J. H. Cooley's long experience in League work is a guarantee that his administration as Chief-Consul will bear rich fruit in increased membership and effective work.

The additions to the ranks of the Hudson County Wheelmen this Spring have been numerous, until it has now passed the Elizabeth Wheelmen and is the largest club in the State. The plan of waiving initiation fees for a time is a good one, and is well worth trying by those clubs that wish to swell their numbers so as to gain the advantage of an increase in regular income. How excellent has been the administration of this club's affairs is proved by the fact that even in a city of such size as Jersey City, no rival organization has ever sprung up or been even thought of.

The number of lady riders in Elizabeth is on the increase. There are two more candidates for the Ladies' Division in the E. W. Board. Their election will bring the total up to ten. The E. W. has now more League lady members than are attached to any club in the United States. Their semi-weekly runs last season did much to make wheeling popular with the gentle sex in Elizabeth.

Saich, the well known former head repairman for Zacharias and Smith, who is manufacturing the new King wheel, has some twenty hands at work, and expects to have a few of the machines out on the road in two or three weeks. With such a rider as Kluge to show its paces, the King will not suffer for lack of exhibition. The firm will be able to turn out 100 wheels a week when running at full time.

Twenty-two members of the E. W. have so far signified their intention of attending the Stevens lecture in uniform.

JONAH.

FROM THE ORANGES.

In my notes last week, the type represented me as saying, in the last paragraph, that I had favored a *Bi-Monthly* League organ. Such a statement appears, on its face, either as a misprint or an absurdity. What I did say was that I favored a *Bi-Weekly* League organ. Two years ago, I held that if the League issued a paper, say, on the first and fifteenth of each month, every need would be met. To-day, in the light of experience, I say that we would have been much better off, if such an organ had been decided upon, and further, that it would meet all our wants now, and cost less money.

To get down to more local affairs, it should be noted that Dr. Kinch, of Westfield, declines the nomination for Chief Consul. His nomination came from his own club, and presumably with his consent. The Union County Wheelmen are ambitious, and imagined that everything would work smoothly. Had they been a little less independent in advance, perhaps they might have had better luck.

Heretofore the Essex Club have been noted as quiet road riders, and have kept free from all racing interests. Last season, however, a desire on the part of some of their members for greater activity grew stronger, and a determination is said to have been expressed to boom the club this year. Perhaps the Wanderers' activity had something to do with it. At any rate, C. R. Hoag, formerly of the N. J. W., and the fastest racing man hereabouts, is now lieutenant of the Essex. A few of the quieter road-riding members have withdrawn.

It looks as if Gregory, of the Atlantas, might be after a record. I have seen him on the road oftener than almost anyone else this Winter.

For a January record, I think L. H. Johnson is probably ahead for this section. He covered about 150 miles.

Mr. Johnson has just moved into his new store in Orange. It is very pleasant and convenient, and just opposite to the League hotel.

The Wanderers have moved into their new quarters, opposite the Brick Church Station. They begin club runs on April 23d. The bicycle and tricycle divisions will usually run separately, but a number of general runs for the whole club will be called. Captain Porter's schedule of runs to July 4th, will be issued this week. He expects to call a century run for June 4th. 5678.

THE ILDERAN'S NEW HOME.

[Special to THE WHEEL.]

The Ilderan Bicycle Club of Brooklyn, although the youngest, is by no means the least progressive of her clubs. Their latest move in keeping up with the spirit of the times is the hiring of the three story frame dwelling, No. 71 Lincoln place. Its location as a club-house is excellent, as it is but eighty feet west of Sixth Ave., whence the Park can be reached by a three minute's spin on the smooth pavement. They will occupy it on May 1.

The dimensions of their new home are 22 feet x 32 feet 6 in. By ascending four steps from the sidewalk, the lower hall is reached, which extends through the house and connects with the yard in the rear, which has a depth of 60 feet. On this floor, and opening from the hall by wide doors, are a front and rear room respectively 17 x 15 and 17 x 14. These will be used as wheel rooms. On the second floor are a bath room, in the rear and adjoining same, and connecting with the hall, a locker and dressing-room 17 x 16. Connecting with the latter, by double sliding doors, is the front room or parlor, 17 x 17. By opening the sliding doors, these two rooms can be made practically into one for entertainment purposes. This floor is completed by a front hall room, to be used as a committee room. The third floor consists of three rooms: a rear hall room, for use of janitor; a reading-room and card-room adjoining same, 17 x 14; and a front room, 17 x 14; and a front room, 17 x 15, with alcove, 9 x 6, to be used as a billiard room.

Immediately after occupancy, the various rooms will be furnished in a way suitable to the purposes for which it is proposed they shall be used. Thus equipped the club will be as comfortable as its older rivals, and within a year they expect to accomplish what their new quarters will amply permit—the doubling of their membership.

ALERT.

The seamless tennis, bicycling and athletic shoes, patented by Mr. Andrew Graff, have gained a national reputation. The shoes are made out of one piece of leather, have but a small seam at the heel, and are marvels of lightness, durability and comfort. Mr. Graff is fitting out many base-ball, athletic, cycling and tennis clubs with these shoes, which are 50 per cent. cheaper than most shoes of the same grade.

BROOKLYN NOTES.

Every season witnesses a fuller appreciation of the pleasures of touring. The evolution from the fancy nickel plated wheel, which was wont to parade our streets, the cynosure of gaping pedestrians, to the light, strong, enamelled roadster of to-day has been but the boon companion of a corresponding change of sentiment. Those who held aloof from cycling as a showy, boyish sport now eagerly embrace the sturdy enjoyment which it affords; and the indications of to-day point to a reinforcement of this idea, preparatory to another decided step forward in the direction of utility. As popular prejudice melts before the rays of a practical application of cycling, undimmed they pierce into its future, and make clear the way which the knowledge of what should constitute our rights and privileges has made us content simply to hope for. The wheelmen of to-day can hardly appreciate the respectful recognition which he receives, unless he had ridden in those days when "the way of the cyclist was hard."

Constant improvements carry this true aim of cycling higher and higher upon the wave of popular acceptance, and it is gratifying to note the long swinging strides, as Brooklyn promptly falls in with the advancing cause. It evidences increased vigor, and augurs a season of great activity for the wheelmen who are proud of the name. As thus the subject carries the thoughts home to our own door, let us enter and discuss the issues which it presents.

Upon the organized fraternity depends the maintenance of Brooklyn's prestige. The history of the sport fully warrants us in assuming the improbability of a retrograde movement. What we have to deal with is not so much present possessions as future acquisitions. As we are all League clubs, let us strike out boldly and show what stuff there is in the Brooklyn contingent of the New York Division. We are hemmed in by several glaring checks to the natural expansion of touring. The initiatory step of the oldest club of Brooklyn, taken recently regarding an outlet to the Long Island roads, should be quickly caught up by her sister clubs and magnified into a steady tramp, tramp, tramp, that will sweep before it the obstacles which nature, and the machinations of man have raised.

Who will work to help put through the bill presented at Albany? Who will supply Long Island with INTELLIGIBLE signboards? Who will attempt to secure the paving of the Bedford Ave. hill? Who will strike a blow at the L. I. R. R. Co.'s exorbitant rates? Who will secure electric lights for our Boulevards? They are but some of the subjects concerning which the L. A. W. members at large shall look to the local Board of Representatives to take decided action upon. It is but the pulse of our club life and sentiments, and to it are imputed the duties of a remedial agent. May the new board appreciate the opportunities before it, and win praise from its constituents.

Stevens will receive a royal welcome on the 16th inst. The main section of the parquet has been taken up by uniformed wheelmen, and the blending of club colors will be decidedly novel, as this family will consist of 43 Brooklyns, 39 Long Islands, 34 Kings County Wheelmen, 30 Ilderans, 22 Elizabeths, 15 Passaics, 13 New Jerseys, 10 Harlems, 10 Rutherford, 8 Mercurys, besides a possibility of many of the Orange boys wandering in. The Citizens and New Yorks will not be uniformed, but will occupy prominent positions respectively on the right and left side of the front of the main floor.

The use of the East Drive by wheelmen has resulted as yet in no serious calamity, although the sergeant of the police has been heard to consolingly remark: "Yes, you boys have the East Drive now, but there's going to be some dead wheelmen picked up there this Summer." The sergeant probably feels that his toes have been trodden upon, and making due allowance for this, we have but to use caution to prevent the fulfillment of his terrible prophecy.

There are more tricycles ridden in Brooklyn this year than ever before, and the variety that one sees on a pleasant Sunday morning is astounding. The latest styles have passed through the scrutiny of an early appearance on the road, and it only remains for someone to make himself famous by dashing through the Park on the new Star tricycle, and absorbing all that interest, and curiosity which lightly flits from wheel to wheel at this period of the year.

Great scarcity of news—but won't this beautiful weather soon make things "hum."

ALERT.

HARTFORD NOTES.

A few days ago, the Hartford Wheel Club Polo Team and nine more of the club, went to Unionville, a town situated about 14 miles west of Hartford. We went in a four horse buss, leaving here at 6:30 p. m., and after a very jolly ride, or rather sail, (for the roads were vile) of 2½ hours, we reached our destination, and got on the floor a few minutes after nine o'clock.

The rink is a small one, which gave the home team a great advantage over the visitors, who had practiced (that is, the ones who had practiced at all), on a very large surface; notwithstanding this, after a hard fought game, in which the score was tied three times, the Wheel Club won by six goals to four. After the game came the grand event of the evening, in the form of an elegant supper at the home of Mr. Tracy, a member of the H. W. C., and our future Chief Consul. At 12:30 the meeting was adjourned, and then 14 miles and 2½ hours more of muddy roads, then home again in a snow storm.

One of three of the boys who staid over night in Unionville, had on a Spring overcoat, and was the "source of innocent merriment" as he returned in the driving snow storm by rail the next morning.

Contrary to this game, the Meriden Club goal-tenders did up the H. W. C. team a few days later, six to one.

Mr. Henry Goodman, well known to cyclers who attend the large tournaments, has opened an athletic goods store on Main street, that is well worth notice. He has the agency for the Columbia; he also has a very complete line of Spalding's fine goods; also a fine line of bicycle sundries, and I must not forget the tennis goods, and superb stock of racquets.

I must now bid farewell to my brother wheelmen of this most estimable paper, THE WHEEL, as I am going to leave for the far west, to fill a position in Dakota, and I shall be well "around the turn" before this is in print. F. F.

FROM THE EMERALD ISLE.

EDITOR THE WHEEL:—Your editorial mandate that THE WHEEL readers be kept alive to the doings of the American Team abroad, and also descriptions of leading cyclists, roads and cycling generally, invites me to abstain from church this glorious Sunday morning in the Emerald Isle, and instead of worshipping the creator of all good, I bow myself to THE WHEEL.

As you have no doubt heard before this, our passage across the pond was not one to inspire respect (but rather dread) of the beautiful sea and water of every degree of salt and freshness. The old saying that "there is sunshine behind the darkest cloud" has been brought vividly to our minds since landing in Shamrockland, however, and if care killed the cat, we ought to have been dead some days ago. Those dark stories of rapine, murder, and general outlaw business, administered to Americans by cable, of the terrible state of Ireland, will never be believed by the American Cycle Team (at any rate) again, for wherever we have been (in the north of Ireland) there have been no signs of the gentleman who is supposed to invite you to "tread on the tail of his coat," no shillelagh has been twirled in our face, no one has tried superior marksmanship from behind the hedge—and I

haven't had the pleasure of seeing above two of the famous "rint payers" being driven to market by a string. I give the facts in order to dispel the illusion (which existed in my own mind, and which seems to be the common opinion that the natives of Ireland do nothing but practice on innocent pedestrians with popguns (otherwise real guns) from behind fences, and smoke short dhudeens, supplied with Limerick twist, wear short breeches, drive pigs to market and behave generally as heathens would. No, the inhabitants (of the North of Ireland at any rate) are a peaceable and industrious race with none of the afore-mentioned popularly supposed traits of character. A race of splendid physique, men and women of superior physical proportions, quick, well-behaved, well-dressed and withal a noble people. The cyclists of this portion of the globe are what is known as "jolly good fellows," and should a stranger fall into their hands, they will go away with a lively and appreciative recollection of the Emerald Isle cyclist. Their club rooms may not be as handsome and not so well appointed as American club rooms are, but for entertainers they undoubtedly lead the world by a large majority.

The first place we touched at was of course Londonderry, and to show their appreciation of our landing at their port, the Londonderry Bicycle Club, headed by Howard Rosson induced the team to allow the club to banquet us, which they did in right royal style. In Belfast, where we stayed one day to see the sights, the press and cyclists could not do too much for us. On our arrival in the Irish metropolis representatives of the Leinster, Irish Champions and Phoenix Bicycle Clubs and some dozen reporters seized us on alighting from the horrible trucks, by courtesy called trains in Ireland. The trains are the only signs that the country is Ireland, and they are "rank" indeed, for accommodations. The Irish Cycling Association happened to be in session on our arrival in Dublin, and conducted by the committee of welcome, we invaded the Association's headquarters, Wicklow Hotel, and while disposing of abundant refreshments, concluded arrangements by which the American team appears at the two day's sports given at the splendid Balls Bridge third of a mile track, at Easter. The team commenced active training three days ago.

Faithfully yours,

W. J. MORGAN.

DUBLIN, March 20th.

The New York State vote for Chief Consul and Representative will be counted on April 13th.

The tires of the new Columbia tandem are made of pure rubber. The tandem is now on exhibition at the principal Columbia agencies. New York wheelmen may examine it at 12 Warren street.

THAT A. C. U. MEETING.—The annual meeting of the A. C. U., which was called for last Sunday week, at Young's Hotel, Boston, was twice postponed, there being no quorum present. Only three members attended the morning session, and at the postponed meeting called at three p.m., the same number turned up. The question whether the A. C. U. was dead or not, seems to be at last satisfactorily answered. And yet, the A. C. U. might have reformed racing legislation, had it only half tried.

WHEEL GOSSIP.

The New York Bicycle Company are having a drive in New Rapids.

The Wheelmen of Cincinnati think of chartering a sleeping-car for the journey to the League meet.

A new club is being organized in Newark. It will have headquarters on Clinton avenue near Broad street.

Mr. Geo. A. Jessup has been appointed Chief Consul of Philadelphia, in place of John A. Wells, removed.

Karl Kron announces that he intends to publish a road book entitled, "My Second Ten Thousand," in the year 1890, or as soon thereafter as 30,000 copies of his first book is sold.

"HE IS THOROUGHLY DELIGHTED—I am thoroughly delighted to find that you are succeeding with THE WHEEL. The few words of praise I gave it were no more than deserved."—*Extract from private letter.*

L. A. W. member to candidate for the Presidency: "Are you addicted to writing letters?" Candidate: "No, sir, I am not." Member: Well, you're the man we want."

Dates of English Amateur Championships—May 20th, 1 mile bicycle, 25 miles tricycle; July 2d, 5 miles tricycle; July 4th, 1 mile tricycle, 25 miles bicycle; July 23d, 5 miles bicycle; August 1st, 50 miles bicycle.

Mr. Poultney Bigelow sailed for England on March 30th. He will make an extensive wheel tour on the Continent, and probably give *Outing* some pen and pencil views of the Old World, from a wheeling point of view.

Stevens' book will be issued about May 1, by the Scribners. It will contain 600 pages, bound in cloth, and fully illustrated. The frontispiece is a finely colored litho of Stevens riding through India on his wheel.

Club secretaries desiring to purchase blocks of seats for the Stevens' lecture, should address Mr. A. C. Bedford, 26 Broadway. All the clubs in the vicinity of Gotham will be represented at the great event.

THEY LIKE IT, DON'T YOU?—"Stick to the course you have entered upon and you will come out all right. Yours is by far the best wheel paper published. Our club members like it very much."—*Extract from a private letter.*

The paying membership of the Massachusetts Bicycle Club, leaving out the dead-wood, is about 180. There are quite a number who are badly in arrears for dues, and are subject to expulsion under the rules, while there are not a few half-rate members.

The Brooklyn Bi. Club will hold its annual meeting on Tuesday next. The annual election of officers will be the principal business of the evening, besides which Thomas Stevens will be admitted to honorary membership in the club.

The Coventry Machinists' Co., Ltd., have just issued a neat catalogue, containing full descriptions and illustrations of the "Club" wheels. The following wheels are described: The King of Clubs, The Club, Universal Club, the Swift Safety, the Marlboro' Club tricycle, the Club Tandem and the Marlboro' Club Tandem.

Messrs. Bartlett & MacDonald have started a cycling agency at 125th street and Sixth avenue. They are agents for a number of popular and sterling machines, will rent wheels and locker room, and keep a line of bicycling outfitings on hand.

The full specifications of the proposed League uniform will probably appear in this week's *Bulletin*. The Uniform Committee paid a visit last week to the mills of the company which has contracted to manufacture the League cloth.

Mr. H. S. Wood has at last settled the vexed (?) question as to whether a resident of Ohio was eligible to hold office from Pennsylvania, by deciding that he is a member of the Ohio Division L. A. W. He has sensibly withdrawn his name as a candidate for Representative for Pennsylvania.

Messrs. Gormully and Jeffery write of Pit's League rug: "The rug arrived this morning, and it is well worth the money. The L. A. W. is having so much trouble, lately, that it sort of hurts my conscience to sit on it as I do, but I suppose that is what it is made for."

The Seventh Regiment Athletic Association holds its annual games at the armory to-morrow, Saturday, evening, at 8 o'clock. Among the events will be one and three mile bicycle handicaps, which, with the fine music, should be enough to attract wheelmen to the games.

Under the new tariff made by the Boston and Albany railroad, under the interstate commerce bill, bicycles will be carried distances of 50 miles for 50 cents, and one cent will be charged for each additional mile. Tricycles will not be received in baggage cars.

A meeting will be held at the International Hotel this evening to form an inter-club road racing association for clubs in the vicinity of Boston, somewhat on the plan of the New York and New Jersey Road Racing Association. It is proposed to charge an initiation fee of \$10.00, and a magnificent cup, as well as gold medals, will be offered for the several races it is proposed to hold during the season.

Karl Kron's Book.—At length like a man coming to the end of a long tunnel, Karl Kron begins to see light. His book will probably be published in May, flowery May. The book will have 800 pages, and will contain 585,400 words—equal to 366 pages of THE WHEEL. Until the publication day, probably May 4th, cash orders will be received at \$1.50; after the book is once on the market it cannot be purchased for less than \$2.00. Send along your orders.

In addition to their famous convertible tandem, the Cunard Company are bringing out a nonconvertible, with solid Bessemer steel axle, fitted with four ball-bearings and a very neat balance gear. The driving wheels are 36 inches, the pilot 30 inches, hollow rim and very thin direct spokes. Mr. D. Rogers, who is now in England shipping wheels of this country, writes very enthusiastically of the prospects of the Cunard wheels. One English house has placed an order for seventy safeties, and the firm is really behind hand on orders. This Spring, 3,000 single and tandem tricycles have been manufactured, and the company has spent \$35,000 in extra plant and machinery.

The merits of the Quadrant Tricycle, now imported by Messrs. Samuel T. Clark & Co., are just becoming generally recognized. The Quadrant has been found to be a fast machine on the level, and a remarkably good hill-climber. The famous Weathercock Hill, near Birmingham, England, was never surmounted by any of the many bicyclers and tricyclers who had tried it, until Mr. Bird overcame it on a Quadrant Roadster tricycle, geared to 54 inches. Mr. Bird rode from summit to base without a dismount, and with ordinary cranks and handles. Many attempts have since been made by other riders to surmount the hill, but without success. This machine has also been driven a mile on the road in 2m. 38s.

It is not generally known that the Newark, N. J., firm of Reber & Saich, has been changed to Reber, Saich & Kluge, the crack scorchers having recently been admitted to partnership. The firm has enlarged its quarters on Academy street, and put in the machinery necessary to manufacture the King bicycles, which by the way, have been greatly improved, and will be first-class wheels, and not a cheap wheel as some suppose. Besides, the firm have an enviable reputation for repairing wheels skillfully, and at a moderate charge. Other improvements are contemplated, and in a few weeks this firm will be possessed of one of the finest salesrooms in Newark. The members of the firm, though young, are enterprising, and one cannot help wishing them success.

DORCHESTER BICYCLE CLUB.—A regular meeting of the Dorchester Bicycle Club was held on Tuesday evening at the rooms in Dorchester Lower Mills. President George L. Haynes occupied the chair. The committee on new rooms reported that it was desirable to obtain new quarters for the club, and recommended that rooms be procured in a new building to be erected in Adams street, near Parkman street. It was voted that the club uniforms be dark grey, and the collar to be turned down. It was voted to join the team Road Racing Association now being formed, and President Haynes and Warner L. Doane were appointed a committee to attend the next meeting of the organizers, to be held at the International Hotel Friday evening. William Emerson was elected an honorary member of the club.

A TANDEM UNICYCLE.—A most unique cycling novelty has just been completed. It is nothing less than a tandem unicycle. The wheel is 54 inches, of full roadster weight, but with tangent spokes, great strength and rigidity being necessary. Around the wheel extends elliptical frame, which is adjustable upon the axle much in the same manner of a "teeter totter." One rider is seated on the front and the other on the rear end of the frame, and the difference in weight equalized as much as possible by the adjustment of the frame on the axle. The riders sit facing in the same direction, each one pedaling. The pedals being connected with the wheel by adjustable gearing chains. The machine is geared for a rapid pace, for it will be necessary to maintain great speed in order to keep the wheel erect. There is no steering attachment whatever to the wheel. The steering will be done by the riders swaying their bodies to and fro.—*Boston Herald.*

WHO MACADAM WAS.

John Loudon Macadam, the inventor of the system of road-making which bears his name, was born in Ayr on the 21st of Sept., 1756, and died at Moffat on November 26th, 1836. It was while discharging the duties of road-surveyor at Bristol that Mr. Macadam conceived his new plan of constructing roads. His system may be briefly explained thus:—The stones were to be so broken that they would pass through a two-inch ring, and weigh not more than six ounces. The inspectors of the work carried a small pair of scales and a six ounce weight in their pockets, and when they came to a heap of stones the weighed one or two of the largest, and if they were about the required size they were passed. There is a very wide difference indeed between the macadam roads of to-day and those laid down by the inventor. The stones are now much larger than the original size, and it is necessary, in order to make the roads fit for traffic, to crush the stones down with steam rollers, and to pour upon them sand and gravel, which after a rain, cover the surface of the thoroughfare with mud. Mr. Macadam, in his evidence before the House of Commons in 1819, said:—"The greatest care should be taken that no earth, clay, chalk or other matter that will hold or conduct water be mixed with broken stone, which must be prepared (*i. e.*, broken) so as to unite by its own angles, into a firm, compact, impenetrable body." It may easily be conceived that roads so constructed would be infinitely superior to the so-called "macadamised" roads of the present time.—*Bicycling News*.

MR. HAMILTON WAS NOT COASTING.

EDITOR WHEEL:—In a recent issue of your paper, among "Brooklyn Notes," is an account of an accident to Mr. Hamilton, of the Calumet Cycling Club, ascribing the accident to his disobedience of the Park regulation, prohibiting "coasting." As I was with Mr. Hamilton at the time of his accident, I beg to correct the statement there made. Mr. Hamilton was *not* coasting. We were riding on the West Drive, below the hill at a rapid rate, and he was thrown over the handle. The Calumet is a law-abiding club, and it is in justice to them that I make this statement. Yours very truly,

R. L. JONES,
Calumet Cycling Club.

THE KINGS' COUNTY WHEELMEN'S NEW HOUSE.

We are pleased to learn the Kings' County Wheelmen have broken ground for a new club house at the corner of Bedford avenue and Fulton street. A special meeting of the club was held at the club house on Monday evening, and the important move was unanimously decided upon, and the building operations were immediately commenced.

The location is a very desirable one. The plans are in the hands of the committee and a competent architect, who are now hard at work conjuring up a model club house.

There will be wheel, billiard, card, toilet, committee and locker rooms, with parlors, etc. The building will be lighted throughout with incandescent lights. Altogether, it is intended to make the house second to none in this country. The cost will be about \$16,000.

A BOOM FOR WHEELMEN AND ATHLETES.

Doubtless many of our readers have been astonished at the famous euchre hand of "Which Wins?" and which appears in our advertising columns. Probably many of them have tried to decide the question for themselves, but if they have stopped here they have missed the real point at issue.

The real motive of this euchre problem is to attract attention to Adam's Tutti Frutti chewing gum. A few weeks since a representative of THE WHEEL determined to call at Messrs. Adams & Sons' factory, in Brooklyn, to learn something about this famous article, which has been used so much by wheelmen, athletes, and others with such good effects, and he is pleased to be able to tell the readers of THE WHEEL something about it.

In the first place the gum is manufactured from the sap of a Mexican fruit tree, called Chico Zapotis, and is therefore a purely vegetable substance. It has been submitted to eminent analysts, and the claims of the manufacturers that it contains no deleterious elements have been proven by chemical analysis.

The object of the gum is to produce an abundant flow of saliva, which is necessary for the proper digestion of food introduced into the stomach. The salivary glands are affected by colds, dyspepsia, even in its mildest form, indigestion, and are very often naturally deficient, so that saliva is not secreted in sufficient quantity. It has been proven beyond a doubt that if the saliva flows freely before and after meals complete and easy digestion will be the result. By chewing Tutti Frutti before and after meals for a very short time this result is accomplished. It is pleasantly flavored, which makes the chewing of it anything but unpleasant. The efficacy of the gum has been so thoroughly proven, that Tutti Frutti may be bought all over the civilized world, and the first-class restaurants in all the large cities keep it on sale; it being obtainable even in the famous Delmonico Cafe. The firm has abundant testimony to prove the good results of chewing the Tutti Frutti, which we have not space to reproduce.

But it is from the cycling and athletic standpoint that we would particularly refer to Tutti Frutti. It is a great boon on a long ride, when the throat becomes parched and dusty. In fact, it prevents the dust from accumulating, and it was a dust-preventer that Tutti Frutti was first prominently brought to the public notice, the frequenters of rinks, finding that their throats were not clogged up by the dust that filled the air, so long as they chewed Tutti Frutti. It is just the thing for a long race where water is not obtainable or available. Before the race, too, when the competitor's throat is parched by nervous excitement, and he is "spitting cotton," as the boys call it, Tutti Frutti is the best thing that can be used to moisten the throat. We have no doubt that this article will be used by all wheelmen this season, both on the road and on the race path. The manufacturers have submitted samples of Tutti Frutti to prominent wheelmen, and will shortly publish their opinions. If you cannot purchase a sample in your city, write to the manufacturers, Messrs. Adams & Sons, 150 Sands street, Brooklyn.

THE STAR TRICYCLE.

The Machine, as illustrated, is intended for boys and misses, and is scarcely large enough for full grown persons. The driving wheels are 26 inches in diameter with tires No. 3 section, and the machine will just go through a 30 inch door. The regular Star levers and clutches are applied for driving the machine and drive the spindles direct without chains or other connections—the driving is alternate, that is, one lever drives one wheel and the other lever the other wheel, making it possible to turn within the dimensions of the machine if necessary, and by applying both feet at once the machine can be forced over the largest of obstructions or through heavy sand. The alternate driving does not effect the steering because of the improved manner of arranging the front wheel so that its contact with the ground will be in line with the steering bar centres—these centres are made long and compensating. The steering bar with brake connections are adjustable for any height to suit the size of rider or height of saddle, which is likewise adjustable.

The bearings are plain but of ample dimensions to be durable, and are held in line by substantial framing. The levers are hollow and coned at the hinged ends where they are covered by an improved form of framing. The levers are provided with a substantial adjustable stop to limit the stroke at the bottom for coasting or dismounting, and there is also a limiting stop at the top. The saddle support and these stops being all adjustable as well as the steering bar, the machine is adjustable for the smallest child up to good sized boy or young miss, and the advantages of the independent action of the levers and no dead centres the same as on the Star bicycle, are great desiderata. The wheels on these machines have the latest Star rim and tires, and solid drawn double butt-ended spokes screwed direct into the hub.

The Smith Machine Co., now testing larger and smaller machines on the general plan, and when ready for market due notice will be given. The Machines are preferably finished in black enamel with nickel trimmings and will be furnished complete including saddle, seat-spring, tool bag and tools, for \$100.00.

Mr. Bert W. Moore of the Oak Leaf Wheelmen of Stockton, has just completed a tour from San Louis Obispo, north to San Jose, he reports a good time, and very fine roads during the majority of his trip.

Messrs. Meeker and James made a trial century run last Sunday, in order to lay out a schedule, and prepare for the century run of the Bay City Wheelmen, which is to take place on the 10th of April, some twenty men, it is promised, will start, how many will finish remains to be seen. The club is to have a sort of preparatory club run of seventy miles on April 3d.

The Bay City Wheelmen at their last meeting decided to obtain a new headquarters, and have opened negotiations for a large store on Van Ness Avenue, the store is 25x72 and the rear portion is to have a bath room and lockers next a wheel-room and gymnasium, then billard room and in front a parlor and reading room, when carried out this will be by far the best bicycle club house in the far west.

LAWN TENNIS.

We start our Tennis Department this week. We are aware that it is puny, but we hope that by careful nursing it will grow up a healthy child. We want news from all the Tennis Clubs, and every city in which there is a tennis interest. We also want subscriptions. We should like particularly to have news notes from Secretaries of clubs.

The numerous clubs who play at Prospect Park have reason to congratulate themselves over the new regulations which have been made for their convenience and comfort. This year additional courts will be provided on the Nethermead and the lower end of the Long Meadow. A general season permit will be given to all who apply for a ground, but no special courts will be reserved for any one club. Suitable rooms will be furnished with lockers and placed at the disposal of the tennis players.

THE MONONA TENNIS CLUB.

The Monona Tennis Club, which completes its first year as a club in May next, has been a remarkably successful organization. About a year ago a few enterprising young men living about the Harlem River, saw the rapid strides that lawn tennis was making toward being one of the most, if not the most popular of outdoor recreations, and rightly judging that the game would become popular with the young people in that vicinity, organized a club, as an experiment, with the following officers: President, Fred. Greene; Vice-President, William Stewart; Secretary-Treasurer, H. D. LaCoste. The success of the experiment exceeded by far the highest anticipations of the promoters, and at the present time the Monona Tennis Club is looked upon as a permanent organization.

During the season several tournaments were held, and a number of very handsome prizes were awarded the winners in their respective sets. A number of the members gave promise of being good players ere another season should pass, especially the ladies of the club, some of whom displayed excellent skill in the wielding of the racquet, and considering that it was the first season the major portion of them had played tennis, they made a very good showing.

At the close of the season, and during the Winter the club gave a reception each month, and these social gatherings tended to keep alive the interest in the game, and as the time approaches when the racquet and ball will once more be put in motion, the old interest returns with increased vigor, and everything points toward a prosperous and an enjoyable season. The membership, which is limited to thirty (30) is complete, and there is some talk of raising the limit to fifty (50), as there are a number of people desirous of joining the club.

The grounds occupied by the club (owing to the size) admit of but two (2), double turf courts; they are very level, and when put in order make very good courts. As soon as the officers for the coming season are installed in their respective offices (which will be at the next meeting, to be held early in May), work will be immediately commenced so that the grounds will be in perfect order by May 30, at which time the club will have their "Opening Day," and in all probability will hold a tournament.

CASUAL.

THE TENNIS CONVENTION.

Fifty-nine of the six-five clubs composing the United States Lawn Tennis Association met in convention at the Hoffman House, this city, March 11. The following officers were elected: President, R. D. Sears, Longwood Cricket Club; Vice-President, J. S. Clark, Young America Cricket Club; Secretary and Treasurer, H. W. Slocum, Jr., St. George's Cricket Club. Executive Committee—T. K. Fraser, A. B. Storey, G. M. Brinley and H. A. Taylor. A lively discussion resulted in the adoption of the Wright and Ditson ball, instead of the Ayres ball, heretofore used. It was decided that in future the singles of the annual tournament should be contested at Newport, R. I., and doubles on the grounds of the Orange L.T.C. at Mountain Station, N.J., on a date to be

THE CELEBRATED
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ARE AT PRESENT THE MOST POPULAR,
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named by the Executive Committee. A change was made in the rules for playing the game, as follows (an amendment to law 8 and new 44 adopted):

Law 8 amendment—It is a fault if the ball served do not drop as provided in law 7 or if it touches the server's partner or anything he wears or carries.

Law 44.—If a player serve out of his turn, the umpire, as soon as the mistake is discovered by himself or by one of the players, shall direct the player to serve who ought to have served. But all strokes scored and any fault served before such discovery shall be reckoned. If a game shall have been completed before such discovery, then the service in the next alternate game shall be delivered by the partner of the player who served out of turn, and so on in regular rotation.

THE GROWTH OF TENNIS.

The game of lawn tennis is growing in popular favor, as will be seen by the report of the secretary of the United States Lawn Tennis Association, Mr. H. W. Slocum, Jr., of Brooklyn. There are sixty-nine clubs in the Association, thirty-five of which belong to this district. The membership of these clubs is estimated to be over six thousand. The clubs in the Association are as follows: Albany, Arapahoe, of Denver, Col.; Belmont, of Philadelphia; Bergen Point, N. J.; Berkeley, of Brooklyn; Brooklyn Hill, Buffalo, Cheyenne, of Wyoming; Country Club, of Westchester County; Dandbury, Delaware, of Wilmington, Del.; East Orange, Elmwood, of Providence; Far and Near, of Hastings-on-Hudson, N. Y.; Franklin Archery Club, of Essex County, N. J.; Germantown Cricket Club, of Pennsylvania; Hackensack, Harlem, Harrisburg, Harvard College; Kenwood, of Chicago, Ill.; Knickerbocker, of St. Louis; Lehigh University; Leisure Hour, of Brooklyn; Litchfield, of Connecticut; Longwood, of Boston; Meadow Club, of Southampton, L. I.; Minon Cricket Club, of Pennsylvania; Minnesota, of St. Paul, Minn.; Milwaukee, of Keyport, N. J.; Montclair, of New Jersey; Morristown, Nahant, Newark, New Haven, Newport, New York, South Shore, of Staten Island, Orange, Passaic, Philadelphia, Pioneer, of New York City; Pittsburg, Plainfield, Portland, Powelton, of Newburg, N. Y.; Princeton, Princeton College, Providence, Rochester, Rockaway Hunting Club, Roseville, of New Jersey; Rutledge, of Brooklyn; Scarlet Ribbon, of Chicago, Ill.; Scarsdale, Seabright, Short Hills, of New Jersey; Staten Island Cricket Club, Trinity College, Thirty-third Regiment Club, of Brooklyn; Washington, D. C.; Waterbury, Wedgmere, of Winchester, Mass.; Westchester, West End, of Boston, Mass.; Yale University and Young American Cricket Club, of Philadelphia.

CORRESPONDENCE.

PASADENA, CALA., March 21, 1887.

EDITOR OF THE WHEEL: The following may be of interest to your tennis readers:

A tournament between the lawn tennis clubs of Riverside—San Gabriel and Pasadena—was held at Riverside, California, on March 10th, 11th and 12th. The clubs were well represented, and some very good tennis was shown.

The Gentlemen's Doubles were won by Messrs. Hostetter and Trevelii, of the Riverside Club; Gentlemen's Singles, by Mr. Young, of San Gabriel; Ladies' Singles, by Miss Gilliland, of Riverside; and Ladies' Doubles, by Mrs. Waring and Miss Gilliland, of Riverside. At the close of the tournament a business meeting was held, and an association, to be called the Lawn Tennis Association of Southern California, was formed, and the following

officers were elected: President, Mr. James Bettner, of Riverside; Vice-President, Hon. Abbott Kinney, of San Gabriel; Secretary-Treasurer, Mr. C. W. Saunders, of Pasadena.

The playing rules of the National Association were adopted. The next tournament will be held at Santa Monica, Cal., the second week in August, when, in addition to the prizes for the association clubs, an all-comers' prize, for singles, will be offered for competition.

CHARLES W. SAUNDERS.

LAWN TENNIS IN THE WEST.

The following circular-letter has been sent out by the Western Lawn Tennis Association:

"The growing interest in Lawn Tennis, throughout the West, has led to a desire on the part of many clubs to form a Western Association.

"It is doubtless true that an association of the clubs of the leading cities of the West could do much toward increasing the interests in that healthful sport, lead to the establishment of many new clubs, and, through intercourse and friendly contests, raise the standard of excellence in play.

"The great distance necessary to be travelled, the expense incurred, and the time required to enable Western players to compete in open tournaments so common in the East, coupled with the fact that in such tournaments are met players of greater experience and acknowledged skill, has thus far debarred Western clubs from any extended participation in those tournaments.

"A Western Association with open tournaments would move the impediments now in the way, and enable all clubs to be represented, and eventually to meet the older players of the Eastern clubs on a more even footing than is now possible.

"We take the liberty of inclosing a copy of Constitution and By-Laws, which were adopted at a meeting of the representatives of several clubs from Chicago and St. Louis.

"If the Club of which you are a member would enter such an Association, please send name of club and address of Secretary to the Secretary of the Association, with any suggestions which you desire to make.

"Let us all put our shoulders to the wheel, and build up an Association in the West, that in days to come will be able to wrest some at least of the laurels from our Eastern brothers, and make it a strong rival, although not a disorganizer of the National Association."

FRANK OBEAR, President,
 C. E. CHAPIN, Secretary,
 108 Madison Street, Chicago, Ill.

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 Barclay and West Streets.
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 Wall and Nassau Streets.
 Broadway, No. 71, "L" Arcade.
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IMPORTANT ANNOUNCEMENT.

We beg to inform the readers of this paper, and the interested cycling public, that we have purchased the patents, plant and name of the

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and will henceforward manufacture it at our factory. All the contracts undertaken by Mr. Lillibridge, will be carried out by us, and as formerly, the Saddle will be constructed so as to fit every make of machine. The retail price of Five Dollars will also remain the same.

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The famous Bicyclist, will deliver the first Lecture descriptive of his wonderful travels, entitled,

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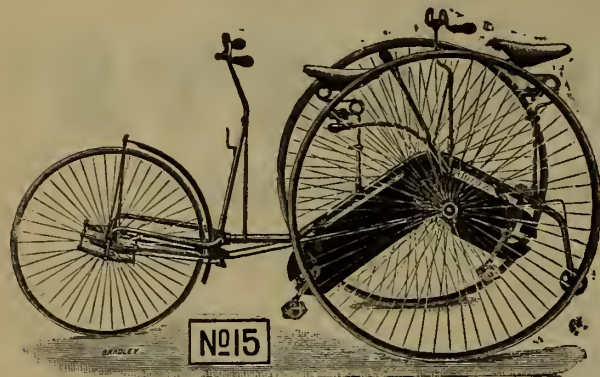
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WORLD'S RECORD, - - -	1-2	1 . 12 4-5	WORLD'S RECORD, - - -	13	35 . 18 2-5
WORLD'S RECORD, - - -	3-4	1 . 50 1-5	WORLD'S RECORD, - - -	14	38 . 01 2-5
WORLD'S RECORD, - - -	1	2 . 29 4-5	WORLD'S RECORD, - - -	15	40 . 41 2-5
WORLD'S RECORD, - - -	2	5 . 11	WORLD'S RECORD, - - -	16	43 . 25 4-5
WORLD'S RECORD, - - -	3	7 . 48 4-5	WORLD'S RECORD, - - -	17	46 . 14 4-5
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