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The Philadelphia Cycling Record takes the record in the use of italics.

"What's the matter with last week's WHEEL." And echo answers: "It's all right."

New Orleans cyclists use their machines to and from business. That is utopian.

Among the spectators at the N. C. U. championships were Messrs. Dean and Smith of Boston, now on a European trip.

The L. A. W. applications for membership last week numbered 216 including fifty-nine from the Massachusetts B. C.

The last issue of *Le Volceman* has a handsome engraving of two men on a tandem trike, entitled, "Beating the Record."

The boy stood on the burning deck.
The flames around him shoot
He falters not, he is encased
"In a Perego cycle suit,"

Mr. A. L. Atkins rejoices in the possession of a young daughter. Mr. E. P. Burnham, ditto. Where's Dr. Strahan and the London *Lancet*

The Williamsburg Athletic Club will hold a bicycle race in connection with their games at the club grounds, DeKalb and Classon Avenues, on July 4.

Illston, whose excellent performances are recorded in another column, was born on November 21st, 1868. We should like to see him at Springfield this year.

The programme for the recent N. C. U. championship race meet was something of a curiosity. Forty-four pages, and thirty-eight of them advertisements.

The first three positions in the League, parade will be occupied by the Rockingham B. C., of Portsmouth, N. H.; Manchester, N. H. B. C. and the New York B. C.

The New York *Herald* and *Tribune* will contain reports of the League meet and the Big Four tour from a special correspondent, who will accompany the tourists on their entire trip.

Pass it along—Stolen, from the streets of Batavia, N. Y., June 17, a 54-in. Am. Rudge Bi., No. 13267, enameled. Dealers should be on lookout for it.—Address, J. K. ROBSON, Sheriff.

Little John Horner
Has left his corner,
No longer he fingers his pie,
But over the hills
And valleys he rides,
On a genuine Victor bi.

The Capital B. C. has planned an enjoyable outing for July and August, making a protracted visit to the summer home of one of its members, Mr. H. S. Owen, who has a handsome seat at Cottage City, Martha's Vineyard.

At some games held at the Williamsburgh A. C. grounds on Friday, June 19th, the two miles-bicycle race was won by D. H. Renton, Riv. Wheelmen (100 yds.) in 6 m. 28s., beating M. L. Bridgeman, K. C. W. (110 yds.) by five yards.

St. Louis wheelmen contemplate publishing a cycling paper, which shall contain fresh (alas!) news from all parts of the United States. Poor St. Louis. We had a higher opinion of you, but the air is filled with virulent literary microbes.

The authorities of St. Joseph, Mo., have decided not to allow bicycles to be ridden in public. As the wheelmen don't cotton to the idea of disporting themselves in contracted back yards, they have retained an eminent legal firm to do battle for them. Success to the St. Joe boys! Down with fossilism!

On June 1st, H. R. Gordon, of the North Manchester B. C., left Land's End, and reached John O'Groats (about 900 miles) in 7 days 13½ hours. After a couple of hours rest, he started to make the return journey, and on June 15th he had ridden 1,600 miles in a trifle over fourteen days. He used a light roadster 40-inch Facile.

At a meeting held June 18th, at St. Louis, Mo., a Missouri L. A. W. division was formed with the following officers: Chief Consul, E. M. Senseney; Secretary-Treas., L. J. Berger; Racing Board, A. Young, J. S. Rogers, E. M. Senseney, C. E. Stone and L. Gordon; Touring Committee, E. A. Clifford, J. S. Rogers, C. F. Beckus, C. E. Stone and A. Young.

ORANGE WANDERERS.—The "Orange Wanderers" elected officers at their annual meeting last week, choosing H. C. Douglass, president, L. H. Porter, captain; H. B. Thomas, lieutenant; W. A. Belcher, Secretary and Treasurer. Both ladies and gentlemen are comprised in the club membership. Pleasant rooms, centrally located, afford desirable headquarters.

T. J. Richardson, Superintendent of drawing in the Minneapolis public schools, certainly believes in the practicability of the bicycle. Over three years ago he disposed of his horse, and ever since has used constantly a Columbia bicycle. Summer and winter it has taken the place of a horse; and for over two years he has ridden his rounds, as a professional man, on a bicycle, averaging ten miles a day.

On Monday, June 21st., Mr. John Topping of Wheeling, West Va., ran over a child, while riding through the middle of the street. Topping was arrested for violating the code, which provides that no bicycle or tricycle shall be driven through the thoroughfares of Wheeling. The Wheeling Wheelmen have determined to make a test case of it and have retained a lawyer to defend their rights. Success to them.

A well attended meeting of the Wheelmen, of Camden, N. J., was held at 415 N. 5th Street, on Thursday Eve., June 18th. It was decided to form a League Club, under the name of the Camden Wheelmen. The rules and regulations of the Massachusetts Club were adopted with some modifications. The League uniform was also adopted. Officers were elected as follows: Pres., W. J. Atkinson; Vice-Pres., Wm. A.

Davis; Sec., Geo. B. Githens; Treas. Geo. H. Atkinson; Captain, Fred. Smith; First-lieutenant, B. O. Miller; Bugler, Sanford Northrup.

We cannot help thinking it very poor policy the Editor of the *Bi World* to allow such vile trashy stuff to appear in that paper, such as was written by "Vindex." In discussing to the L. A. W.-C. T. C. imbroglio he refers in an ungentlemanly manner to Mr. H. S. Wood, of Phila., accusing him of trying to advertise his book (the Pa. road book) which Mr. Wood edited, entirely without profit we understand. This gas-bag (we mean Vindex) should hire out as an illuminator to the corporation of some small town and not waste his invaluable either on an unappreciative audience.

The English N. C. U. and A. A. A. are still out. At a meeting of delegates from both organizations, held in London on June 12th, for the purpose of adjusting their differences, nothing definite was arrived at and the breach is as wide if not wider than ever. The N. C. U. claims the right to have all cycle races given in connection with athletic games, run under N. C. U. rules. The A. A. A. claim that they are capable of running off cycle races, and propose that the N. C. U. shall govern only those races, given by athletic clubs, not members of the A. A. A. The war still goes on.

The *Bicycling World* states that it has received a letter from a wheelman, who claims that it is unfair to place a rider on a racing machine in competition with a roadster, and suggests that men be handicapped according to their machines as well as to their ability. As the *B. W.* asks for some ideas on the subject we state ours.

In bicycling races there should be very little handicapping for the reason that the form of the men is not known and never will be, for every day turns out a novice who shows scratch form. The only true method to produce exciting races is to make them class races or scratch races. Again, in *re* machines, we think they should not be taken into consideration by the handicapper. There are several elements that enter into a man's chance in a race. For instance, a man on a smooth track gives duffers long starts using a short-crank racer, yet on a heavy track they walk away from him on light roadsters. The light roadster should not be entered against the racer on a regulation path, but should be used for the purpose that it was designed.

A TOUR IN OHIO.

On the morning of June 14th, five members of the Fort Wayne B. C., started from Lima, Ohio, on a tour through several Ohio cities, the distance being 226 miles. The tourists were: C. W. Edgerton, S. D. Bond, T. F. Thieme, F. C. Lightfoot and H. A. Vogel.

The party started at 9 A. M., dined at Wapakoneta, and reached Sidney in the evening. They were met three miles outside the town by members of the Sidney B. C. Early the following morning, the travelers left for Piqua, where they were the guests of Mr. and Mrs. Nelson, who were formerly residents of Fort Wayne. The afternoon and evening being wet, they remained here till next morning, when they started for Springfield, reaching it at noon. They stopped at the "Arcade" and remained till the following day. The Champion City B. C. made the visit a pleasant one.

At eight A. M. the next day, under the guidance of Mr. A. M. Crothers, of Springfield, the party passed through Yellow Springs, and Xenia, dining at Dayton. The run from Springfield to Xenia, twenty miles, was over a splendid road, and amid beautiful scenery. After spending the day seeing the sights of Dayton the party started for home, taking almost the same route by which they had come. It was a very enjoyable tour, no long runs being made, and plenty of time allowed for sight seeing.

WEIGHTS OF CYCLES.

That material can weigh less than 16 ozs. to the pound in Bicycles and Tricycles is a "popular mistake," which has appeared in our catalogue for some years. When written, we believed it, and we are still inclined to believe it to be true.

But we hear frequently and we notice in Cycling papers, also, statements as to the weight of racing bicycles, that are so astonishing, that we are now anxious to know whether any official alteration has been made in the number of ounces constituting a pound. Of course we know that these weights of racing bicycles are incorrectly given, unless the alteration has been made, but it is high time that the general public should know the truth. It is perfectly easy to prove what the actual weight of a bicycle is, and if weight is to be of such importance, we suggest the *actual weight* of the machine (without saddle and pedals) be stamped upon the machine and certified by the maker as correct, and the maker held responsible for the statement. Saddle and pedal should be omitted to prevent misunderstanding. Weight to be taken at 16 ounces to the pound.

SINGER & Co.

COVENTRY, June 19, 1885.

THE CATSKILLS.

[Some idea of the amount of matter to be contained in "X. M. Miles on a Bi." in addition to touring reports, written by Karl Kron himself, may be shown by the following reprint, which covers only a page and a half of the fine type used for the foot-notes of his book. About a quarter of the 100 pages are to be given in this same fine type; many of them devoted to summaries like the following.]

"Ten days in the Catskills" is the title of an interesting report supplied to THE WHEEL (July 20, '81, pp. 173, 174) by its editor, F. Jenkins concerning a tour of 268 miles taken by him in company with a fellow-member of the long-since-defunct Manhattan Bicycle Club, H. H. Walker, who was then 33 years old, and who has since ceased to be a rider. His age was officially recorded thus on the day when this tour began (July 2, '81), because he then figured as one of the trio whose defiant entrance into Central Park caused the arrest which became the basis of the long-drawn-out law-suit against the Park Commissioners, as detailed in pp. 93-95. Starting at 1.30 P. M. the two tourists reached Yonkers 14 m., at about 3, and Tarrytown, 11 m., at 4.15; thence branching off from the river to Pleasantville, 7 m. at 5.30; whence to Mount Kisco, 8 m., the road continued good; and in the gathering twilight, they pushed on rapidly to Katonah, 6 m., at 8 o'clock, making 45 m. in 6½ h. (My language on p. 76, concerning the last 20 m. of this route, would have been less cautious, if, at the time of writing, I had been familiar with the report now quoted from.) "The next day was very warm, and we took things easy, riding early in the morning and late in the afternoon. The roads were rather sandy and hilly, and led through Croton Falls, 8 m.; Brewsters, 6 m.; Patterson, 9 m., to Pauling, 5 m., where we spent the night. The roads gave average riding from Pauling to Dover Plains, 13 m., improved thence to Amenia, 8 m.; and the final 9 m. ending at Millerton at 3 o'clock were covered in a little over an hour." (My own report of smooth connection between the Hudson, at Poughkeepsie, and Amenia, and good route thence to the Housatonic valley and through to Pittsfield—pp. 146, 148—shows that a New Yorker who wishes to wheel to any of those places may wisely follow the trail of these Catskill tourists as far as Amenia.)

"After a day and a half at M., we started at 9.30 on the 6th, and made our first pause at Boston Corners, 7½ m. The road, winding through a fertile valley, and quite hilly, was hard enough to give good wheeling; and in fact, we found all the roads of Dutchess county far above average. We got a good dinner at Copake Falls, 4 m., and found good roads, though hilly ones, to Hillsdale, 6¼ m., we halted again for 'scenery and drinks'; at Hollowville, after 3 3-4 m. more of excellent roads, we joyfully shouted 'Hollo!' as the blue Catskills came into view. The next 11 m. supplied somewhat inferior wheeling, but, after walking four or five long hills, we found a good road, which, winding through the gaps and valleys, finally brought us to Catskill station in season for the 6 o'clock boat, after an interesting ride of 40 m., in about 6 h. of actual motion. Catskill itself is a pleasant village, about half a mile from the W. bank of the Hudson, and the Prospect Park Hotel, where we spent the night, is the best in the neighborhood and overlooks the water. It offers a fine view also of the mountains, and on a clear night the lights of the Mountain House, 14 m. off are plainly visible. The road to the mountains is rough and hilly, and it was very dusty also. at 3.30 P. M. of July 7, when we started along it; so that we were well powdered, on reaching Palenville, 10 m.,

where a shower forced us to halt for the night at the Winchelsea Cottage. The continuance of rain during the following day caused us to stay sheltered here until the 9th, when we mounted at 8.30 A. M., and wheeled along the pike to the new Harding road at the base of the mountain. Here began the actual work of the tour; and, as we put our shoulder to the wheel, and pushed it up the steep incline, we began to sigh for level roads. Our bags grew heavier at every step, and we were forced to make frequent stops. Even when we reached a grade rising only one foot in seven, the surface mud rendered it unridable for us. After sampling the mountain-side springs, we reached Hotel Katterskill at 11 o'clock, 3 m. in 2½ h. An hour or so later we rode thence to the Laurel House for dinner; and, in the afternoon, over quite a level stretch, to the Catskill Mountain House, where we spent the night. Mr. Beach, the proprietor, who has lived there twenty years, assured us that ours were the first bicycles that had ever been pushed to the summit. We felt amply repaid for our climb, however, when we saw the country spread out before us like a map, for miles and miles, as far as the eye could reach. Farms at the base of the mountain seemed to have the regularity of a chess-board: the Hudson, winding belows us, was dotted with sail, and its distant boats resembled toy yachts. It was with regret that we turned our backs on this glorious scene, when, at 8.30 on Sunday morning we turned our wheels in the direction of Tannersville, 3½ m., and thence journeyed to West Saugerties, 12 m., at 1 o'clock. An hour earlier, after several 'sermons in stones,' we had reached the Platterkill Clove, and began the regular descent of the mountain. We did this on foot, of course, and found difficulty even in holding back our wheels. Having disposed of a good meal at the only tavern in W. S., we were obliged to make many dismounts, on wretched roads, where the thermometer registered 37 deg.; but within 3 m. of Saugerties the surface improved, and within 1½ m. it became finely macadamized, so that we entered the town in very fair form. Beyond it, after coasting a beautifully smooth hill, we crossed a bridge and found a fine, shady side-path for about 4 m.; followed by 4 m. of sandy road, having a hard edge of 3 to 6 inches in width, which was rideable only with caution; but at last we struck another level foot-path, and rolled up to the Eagle Hotel in Kingston, 12¼ m., from Saugerties, at about 8 o'clock. This ended the tour, for the pouring rain of the next morning forced us to abandon the scheme of trying the tow-path to Port Jervis, and thence wheeling down the Delaware to the Water Gap." The wheels ridden were Harvard roadsters, 50 in., and 52 in., fitted with Arab cradle-springs; and the two Excelsior cyclometers attached to them did not vary ¼ m. in the 268 m. registry. The reports add: "One thing that struck us was a question that greeted us in every nook and corner throughout our route, and that was 'If our machines were Columbias?' I quote this for its historic interest, as showing how the persistent advertising of the Pope Manufacturing Company, in those earlier days, made the country-folks more familiar with "Columbia" than with "bicycle," as a name for the wheel. The

hundreds of rival dealers who are now reaping a profit from that courageous advertising, should try to recall this to mind when next they are tempted to make a display of ignorance by indulging in any cheap talk about "monopoly."

THE LEAGUE MEET.

Now is the time when the editor flits to the Bovine town in North western New York, to attend the League meet, and there gasses on the hobbies which he has been bolsteting up all winter. He is either daft on the amateur rule, or else he wants professionals admitted into the ranks, but whatever he wants, he wanders around with a man-that-knows-it-all manner. A bird's eye view of these United States and especially the eastern portion of them, taken on June 30th, would have shown numerous trains full of knickerbockered cyclists, driving their swift way along, all striving for the common goal, the city by the lakes.

Already (July 2nd) are the men probably flitting about, acquainting themselves with the beauties of the place.

This will be the signal of war and what a volume of gas will pass up through the flues of that building. The main subjects of the meet will be a thorough discussion of the amateur rule, with a proposition to admit professionals into the league, a discussion of league dues and a proposition to increase them, giving a larger proportion to the national treasury, and last, the discussion of the official oranship.

After the meet comes the "Big Four" tour, which promises to be the most enjoyable event in cycling history, that is, if the tourists will only be prudent at the League meet and not perpetrate a superfluity of oratory on the Leaguers. To those brayers who have all along argued that the date of the meet was being changed to suit the "Big Four" tourists and that the "meet" was more important than the "Tour," we are pleased to state that they are both dividing the attention of the wheelmen, and after all the official business is finished, the Big Fourists will depart on their tour with light hearts and probably light purses.

SPECIAL.

Buffalo, July 2, 1885.

About one thousand wheelmen are here from all over the United States and Canada. It has been drizzling rain this morning and it will probably continue to do so all day. At the meeting held at Association Hall this A. M., Pres. Beckwith occupied the chair with Frank S. Clark, C. C. of Wyoming, acting as secretary. The following officers were elected: President, Dr. N. Malon Beckwith of New York; Vice-President, Stephen Terry of Hartford; Treasurer, F. P. Kendall of Worcester, Mass., and Secretary—Editor, E. M. Aaron of Philadelphia. Of these, the first and last named were re-elected. It was decided not to admit professionals into the League.

The recent fifty mile road race held at Lynn, Mass., was won oddly enough by a man named Rhodes. He used a Victor bicycle, and broke the road record and competent judges declare him able to cover the distance in 3 hours, 30 minutes. The Victor is giving a good account of itself.

The Albany B. C. claims 175 members.

The Keen Fund now amounts to \$1,200.

The number of riders in Troy, N. Y., is estimated at 450.

Editor B.S.—We meant it "straight." We will *crane* our neck while waiting the appearance of Brother Gin-slinger.

The Boston Club yesterday, enjoyed a run to Downer's Landing, and disposed of a clam bake of huge proportions.

Professor J. W. Wilson has returned from Atlantic City and will soon depart for Cottage City to reopen his riding school at that popular seashore resort.

"You can't judge a man by the clothes that he wears." This is especially true of the cyclist, for how many people murmur when they behold him, "What a calf."

Rev. William G. Kiese of Chelsea, Rev. Lewis A. Pope of Warren, R. I., Rev. W. H. Moffit of Newton, Rev. W. H. Clark of Needham are mentioned as probable members of the Canadian clerical tour.

The capital B. C. has planned an enjoyable outing for July and August, making a protracted visit to the summer home of one of its members, Mr. H. S. Owen, who has a handsome seat at Cottage City, Martha's Vineyard.

The annual road race of the New Jersey Wheelmen was held last Saturday. The course was from Springfield Avenue, Newark, to Milburn and return. The race was won by J. G. Willever, in 40m. 1s.; Hoagland, 42.29; Thebereth, 43.30; Hahne, 45.08.

"Will you walk into my parlor!"
Asked the tonsor of the dude,
Who, clad in corkscrew trousers
And an Anglo-maniac mood,
Said: "Why, weally I would like to,
I would upon my word:
But the beard I longing wait for,
Somehow hasn't yet occurred."
Barbers' Gazette.

On the 25th of June, exactly seven months from the day when THE WHEEL recommended Karl Kron's prospectus to the attention of the League, his list still lacked 50 of the expected 3,000 subscribers. Twenty-two chapters of the book are now in type (but 300 pages), and September is named as the probable month of publication.

Judging from some recent English performances reported in other columns our men will have to stir themselves or Springfield will prove their Waterloo this fall. We have not a triker who can approach Letchford, 3. 14-5 for the mile and we fully believe that Webber can do midway between 30 and 35 for the mile and can make the other records up to five miles look foolish. Crowd in the work, boys.

To MOOSEHEAD TOURISTS.—All detail work for the tour is now completed, and nothing remains to be done but to revise the roll call. Let every one who intends joining the party inform me at once, if they can be depended upon to show up on the 17th. This costs but a postal card, but is very important, and will prove a great assistance to the management.

F. A. ELWELL.

Portland, Me.

HUB HAPPENINGS.

We about the Hub may be unable to get up a first class path race, but when it comes to a road race we take second place to none. The Memorial Day 50-mile road race of the Cambridge club proved the best ever held and the race at Lynn, Saturday, was even better than that. As I have before stated the result of the Cambridge race was not particularly satisfactory to many of the defeated contestants, and the result of their dissatisfaction was the race Saturday afternoon. The promoter of the race was Mr. Comee of the Hotel Boscobel, who perfected all the arrangements and furnished the prizes. The latter were the most elegant and costly of any medal ever awarded in a road race and were made by Mr. Eugene E. Merrill of this City. The Boscobel is the Leaguer's Lynn Headquarters, and at no place along the North Shore are wheelmen assured of better treatment than at this hotel. The result of the race Saturday was no more satisfactory to the Lynners than that of Memorial Day, for their man Rowe, was again defeated by an accident. They have lost none of their confidence in Rowe, and should there be another race I feel sure that they would back him just as heavily as they did in the last two races. That he deserves this confidence there can be no doubt. He was riding in splendid form when a short distance from the 25-mile point, while ascending a hill, he slipped his pedal and fell heavily to the ground, so badly damaging his machine that he considered it useless to try and continue in the race. Had he not fallen, there would have undoubtedly been a fine struggle between him and Rhodes, and the time much faster. As it was, Burnham's record of 3 hours 54 minutes was lowered by about 10 minutes. Considering the state of the weather and the condition of the roads the time made was really excellent, and Rhodes, the winner, proved himself a rider of phenomenal ability. Under more favorable circumstances I think that either Rhodes or Rowe is capable of covering the distance in something under 1 hour 30 minutes; and I venture to predict that the record will be placed at that figure before the season is over.

The greatest interest was taken in the race by wheelmen, throughout the State, and at the hour of starting large numbers of wheelmen, representing all the clubs of the vicinity, were assembled on the Lynn Common as interested spectators. The non-cycling public appeared no less interested in the event, and so numerous did they gather about the starting point that it required the active efforts of half a dozen muscular guardians of the peace to clear sufficient space for the start. The start was made at precisely 2.09. The men were ranged in line in front of the hotel, and facing down Common street. The men in line were as follows: D. O. Danforth of the Cambridge Bicycle Club, W. A. Rhodes of the Dorchester Bicycle Club, A. L. Jenness of the Rockingham Bicycle Club of Portsmouth, N. H.; W. F. Whitcomb of Boston, Gideon Haynes Jr., of the Massachusetts Bicycle Club, H. E. Lombard of Cambridgeport, F. D. Whittaker of the Cambridge Bicycle Club, W. A. Rowe of Lynn, A. C. Getchell of the Cambridge Club, W. H. Johnson, Alfred McCurdy and Wallace Hood.

When the word was given the men started off at a good pace, Danforth leading and the others following in close order. The course was as follows: From Boscobel Hotel twice around the Common; Essex street to Essex House, Salem; thence over bridge to Beverly, through Rantoul street and first right-hand road beyond Kittredge's Crossing to Wenham station; thence through Ipswich to Bailey's drug store, Rowley; return over the same route.

There was no attempt at racing round the Common, and it was not until the second circuit had been completed that the race really began. Leaving the Common and going down Essex street, the men were riding under the leadership of Danforth, Jenness second, Rowe third, with Lombard and Getchell protecting the rear. Rhodes was content with sixth position in line until the City Hall was reached, when he began to pick up his pace, and quickly going down the line had soon passed all but Hood. He and Hood had a warm struggle from there on to Salem. At Salem, Rhodes was forced to dismount to adjust a loose pedal, delaying him several minutes, during which time he was passed by all the other riders excepting Haynes.

At Salem, the men were checked as follows: C. O. Danforth, 2.48; W. A. Rhodes, 2.43; A. A. McCurdy, 2.42.35; W. F. Whitcomb, 3.05; A. L. Jenness, 2.41; Gideon Haynes, Jr., 2.44; H. E. Lombard, 2.46.10; W. A. Rowe, 2.41.11; H. C. Getchell, 2.47; H. G. Whittaker, 2.41.2; Wallace Hood, 2.41.22.

Shortly after the riders left Salem, it began to rain, and when Wenham was reached, the rain and hail descended in torrents. The roads which had a few minutes before been covered with several inches of dust, were now coated with masses of mud, through which it was well-nigh impossible to push a cycle. The roads through the woods beyond Wenham were covered with half a foot of water, so that the roadbed could not be seen, and the riders were thus forced to proceed with the greatest caution.

The crowd about the hotel became tremendously excited as the time for the finish drew near and many an excited man of Lynn loudly expressed his convictions that Rowe would win the race. When the riders passed through Salem on their return it was telephoned that Rowe was behind. The crowd however refused to credit this and Rowe still remained the favorite. They were doomed to disappointment however, for Rhodes came round the Common alone, followed 10 minutes later by Danforth of the Cambridge club. Rhodes is a member of the Dorchester Club, but his club members were not in force to give him a royal welcome.

The two winners drank nothing but milk and eggs during their ride, and the splendid condition in which they finished was an eloquent appeal for the abolishment of all alcoholic stimulants in cycle races.

After leaving Rowe, Rhodes continued rapidly on to the turning point and then back towards home, keeping up such a lively pace that he was not headed to the finish. Of the other riders Getchell and Whittaker rode as far as Ipswich and then concluded to retire. Haynes received a bad fall, which spoiled his chances for a prize. Danforth took three headers, once being thrown over a fence and into a ditch. Another rider claims to have been blown off his ma-

chine and his head badly hurt by a big hail stone. The following table will show the time the several riders reached the twenty-five mile point and the finish:

	25 miles	Finish.
	H. M. S.	H. M. S.
W. A. Rhodes.....	1 45 00	3 44 10
C. O. Danforth.....	1 51 00	3 53 25
A. A. McCurdy.....	1 51 30	3 56 25
Wallace Hood.....	1 53 45	4 01 30
Gideon Haynes.....	1 59 00	4 07 03
H. E. Lombard.....	2 01 00	4 37 00
A. L. Jenness.....	2 07 30	5 01 00
W. F. Whitcomb.....	2 08 45	5 10 00
W. A. Rowe.....	1 48 00

Rhodes, the winner, rode a Victor bicycle and Danforth a Royal Mail. McCurdy also rode a Victor. The officials were: Referee, W. A. Barton; judges, H. W. Hayes, President and C. L. Smith, Captain of the Cambridge club and C. G. Gordan of Lynn. The prizes were elegant gold and silver medals presented by Mr. Comee.

Beyond the Lynn road race little of interest has occurred in local circles, during the past week. The coming week promises however, to be a lively one. On the Fourth of July there will be bicycle races held in all the suburban towns, and the customary races will be run on Boston Common. Wonder if the "Old Vet" is coming on to scoop things this year. He always has had things pretty much his own way at these races. The officials of the races, with one or two exceptions, are totally ignorant of cycling, and it will be a wonder if the races are conducted half decently. The track, as in former years, will be scarcely fit to ride on, and altogether the races are not likely to amount to much.

The Boston delegation to the League meet will start at 4 o'clock Wednesday afternoon. The delegation promises to be a small one, not above a dozen. Colonel Pope has returned from his Western trip, and is to attend the meet.

The Cunningham Co., has finally failed and the members of the firm are scattered. Frank Weston has located at 179 Tremont street, in the same building and on the same floor as the Overman Wheel Company. A lively trade competition is expected. Weston has placed over the door of Overman's rooms one of the C. T. C. sign boards, warning all cyclists that it is dangerous to enter.

Mr. A. L. Atkins will be a member of the Big Four Tourists. Mr. Pattison has decided not to go, and Mr. Atkins will represent the Pope Manufacturing Co., in his place. He will take with him an assortment of small parts of the Columbia machines, so that should anything break it can be replaced without inconvenience.

Messrs. J. J. Gilligan, and F. S. Holden of the Massachusetts Bicycle Club are to be credited with the longest ride ever made on a tandem tricycle by American riders. The run was made last Thursday evening and was from Boston to Salem, Marblehead and return, a distance of fifty-seven miles.

At a meeting of the Bijou Bicycle Club of South Framingham, the following officers were elected for the ensuing three months: President, John W. Gorman; Vice-president, O. L. Fuller; Secretary, O. L. Fuller; Treasurer, E. D. Lincoln; Captain, H. T. Fales; 1st Lieut. M. Rice; Bugler, G. W. Gorman.

Boston, June 22, 1885.

C. S. H.

SOME ENGLISH RACING NOTES.

THE ENGLISH CHAMPIONSHIPS.

On Saturday, June 13th, all cyclodrom betook itself to Aston Lower Grounds, Birmingham, to witness the one-mile bi and five miles tri amateur championships, run under the auspices of the National Cyclists Unions.

One mile bicycle; First heat—W. A. Illston, 2m. 45 3-5s.; T. Lamb, Edinburgh, 2.46 4-5s. This was within one-fifth second of the record for this track, made by Frank Moore in 1882. Second heat—H. H. Smith, Speedwell B. C., 2.46 4-5; W. Terry, Birchfield, H., 2.47 1-5; A. Blunt, B. H., by four yards. Third heat—E. M. Mayes, Surrey B. C. 2.46 4-5; D. H. Huie, Edinburgh B. C., 2.47 4-5; R. H. English, North Shields B. C., by six yards. English had taken a header the night previous, and appeared for this race done up in splints and plasters. Fourth heat—Sanders Sellers, Preston C. C., 2.45 3-5s.; R. Chambers, Birchfield, B. C., 2.46; H. A. Speechley, Chelsea B. C. by five yards.

Second Round—First trial—Illston, 2.48 3-5; Smith, 2.49 3-5s.; Lamb, 0. Second heat—Sellers, 2.48 3-5; Chambers, 2.48 4-5.

Final heat—Sellers (58 in. 19½ lbs. Rudge) 2.47 1-5s.; Illston, (55 in. 21 lb. North Mail), by six inches; Chambers (54 in. 21 lb. Royal Mail), eased up. Illston adopted his usual tactics of making pace and at one time had a six lengths lead. When the bell rang Sellers made a splendid burst, putting himself in the lead. Illston chased after him, and turning into the home-stretch the two were level. Then ensued a grand struggle, 2.39 Sellers winning by but six inches. Sellers is well known from his visit to America last fall, when he rode a mile at Hartford in 2:39. The race was a veritable championship, all the fast men in England being present. The only drawbacks were the dilapidated condition of English and the absence of Webber, whose entry was received too late, and who was doing wonders up at a London track. Illston is a youngster, who has come back from the limit mark within two or three months.

Five miles tricycle championship. First heat—R. Cripps, Nottingham, 16m 55 3-5s.; H. G. Priest, Unattached, 16m 56 2-5s. Second heat—H. N. Corsellis, London A. C. 17m. 35 4-5s.; E. Bowles, Nottingham, 17m. 36s. Third heat—George Gatehouse, Cambridge University, 16m. 55 2-5s.; C. Cousens, Kildare, B. C. 16.58. English was entered for this heat, but not appearing on time, he was allowed to ride over, but taking over 17 minutes to do it in, he was not allowed in the final. His ill-luck caused by his fall on Friday night so depressed him that he broke down completely on his return to the dressing-room. Final heat—Cripps, 16m. 53 1-5s.; Gatehouse, 16.53 4-5s. A grand finish. The record is 16.19. The American record is 17.14 2-5.

Some of the fastest work yet seen this year was shown at the Alexander Park Track, at London, on Saturday, the 13th. The final heat of the one mile tricycle race was won by A. J. Wilson, (50 yards) beating P. T. Letchford (scratch) by a foot, whose time was 3.01 1-5. This is now the world's amateur record, for Letchford, the previous English record being 3.03 2-5, by Corsellis.

In the mile bicycle handicap, M. Webber, Isle of Wight, won his heat in 2.43 1-5, the fastest time ever made on this track. In the second round he was pocketed and rode unplaced in 2.45 4-5. The final was won from a long mark in 2.41.

On Monday, June 15th, the Cambridge University B. C. held their final race meet of the season. The attraction was a two miles invitation scratch bicycle race. The first heat was won easily by Furnival in the fast time of 5.40 2-5s., beating Gatehouse by five lengths, with W. F. Ball five yards away. The second heat was won by Webber in 5m. 30 4-5s., beating Illston, the latter easing up. This is now the World's record beating the previous English amateur record of 5.32 by R. H. English, September 11th, 1884. The final was won by Webber in 5.44 4-5s. Another record was put to death in the one mile tandem tricycle race. The second heat was won by Gatehouse and Furnival in 2.48 2-5s., beating the two cracks, Lee and Corsellis, by three lengths. The previous record was 2.54. In the final heat these same men again made record, winning in 2.47 1-5s.

On Monday, June 15th, Messrs. Corsellis and Lee beat the five mile tandem tricycle record at Cambridge University quarter mile track, doing 15m. 20 4-5s. On Tuesday, the 16th, Messrs. Corsellis and Webber made an attempt to beat this record and succeeded, doing 15m. 17 3-5s. After this two other fiends made an onslaught on the new born record and the figures made by Messrs. Gatehouse and Furnival are truly surprising; enough to make one ask, "What are we coming to?" The times were taken by four experienced men. The were:

LAP.	M.	S.	LAP.	M.	S.
1	..	0 48	..	11	.. 7 56*
2	..	1 30	..	12 (3 miles)	8 39*
3	..	2 14	..	13	.. 9 22*
4 (1 mile)	2 56	..	14	..	10 4*
5	..	3 39*	..	15	.. 10 47*
6	..	4 16*	..	16 (4 miles)	11 30*
7	..	5 11*	..	17	.. 12 14*
8 (2 miles)	5 48*	..	18	..	12 58*
9	..	6 31*	..	19	.. 13 41*
10	..	7 14*	..	20 (5 ms)	14.22 3-5*

*Best on record.

A two mile bicycle race, held in connection with the championships was won by W. F. Ball, Speedwell B. C. (scratch) in the remarkably fast time of 5m 38 4-5s.

RACING AT YOUNGSTOWN OHIO.

The Interstate meet (Ohio and Pennsylvania) was held at Youngstown, Ohio, on June 24th. Arrangements for excursion rates had been made with the local railroads, and a number took advantage of this. In the morning a parade took place, in which 200 wheels participated. The races were held in the afternoon at the half-mile trotting track and were a complete success, 5000 people being present.

One mile novices—T. H. Boygis, Cleveland, 3 38¼; C. J. Meacham, Greenville, Pa., second.

One-half mile heats—First heat: C. W. Pardee, Akron, Ohio, 1.28½. Second heat; W. F. Knapp, Cleveland, 1.29½. Third and final heat; Pardee, 1.28 3-4s.; Knapp, second.

One-half mile. Interstate Championship—C. M. Brown, Greenville, Pa., 1.29½; F. McCay, Youngstown, O., second.

One mile tricycle—Clarence Howland, Akron, 3.48½.

Two miles bicycle—W. H. Wetmore, Cleveland, 6.30; C. M. Brown, second.

One mile, interstate championship—C. M. Brown, Greenville, Pa., 3.20½; F. McCay, Youngstown, Ohio, second.

Five miles bicycle—C. M. Brown, 18m. 26s.; F. McCay, second.

One-half mile boys race—Ford Clapp, Warren, Pa., 1.38¼.

Two mile interstate championship—F. McCay, Youngstown, 7m. 31½s.; C. M. Brown, second.

One mile consolation—T. S. Root, Cleveland, 3m., 12¼s.

Five mile professional—John Brooks, 15m., 58½s.; Wm. Woodside, second.

THE PEORIA BICYCLE CLUB'S NORTHERN TOUR.

It is proposed to arrive in Rock Island, Ill, so as to spend Sunday, Aug. 16th, in that city. Moline and Davenport. The Government Island and Arsenal will be visited and the wheelmen of the "Three Cities" may be depended upon to make it pleasant. Taking boat at Rock Island, Monday, Aug. 17th., at noon, the party will proceed up the Mississippi to St. Paul. This will consume three days, landing us at 6 A. M. Thursday morning. The large Mississippi river boats, are noted for their tables and magnificent appointments. A trip on one is long to be remembered. These boats stop at all the principal points from one to four hours. This will give ample time to wheel through the different points, seeing all there is to see. This will be a most enjoyable feature. Arriving at St. Paul, one day will be spent in that city, leaving the next morning by wheel for Ft. Snelling, the Falls of Minnehaha and the city of Minneapolis, 10 miles. Arriving there in the afternoon, we will be received by the Minneapolis Club, the secretary of which has already extended a hearty invitation to visit them. After spending the time necessary to visit the many points of interest in Minneapolis, we will proceed by wheel to Lake Minnetonka, the finest Summer Resort in the West, 18 miles. Here up unlimited time may be spent, and we shall leave only with regret. It is expected that 5 days will be spent here. It is expected that five days will be spent a wheel among the Lakes and Summer resorts of Minnesota bicycling over the fine roads of that section, covering from 150 to 200 miles. This part of the trip is now being arranged and full particulars will be announced later. Special rates are being arranged for everywhere.

Returning, we shall take train at Minneapolis, arriving the next morning at Kilbourn City, Wis., where a day will be most enjoyably spent visiting the famous Dells of the Wisconsin. The next morning will find us in Milwaukee, where a day will be spent trying the fine surfaces of her streets and in visiting the Soldier's Home and other points of interest. Taking a Lake boat the next morning the day will be spent upon Lake Michigan, arriving at Chicago at 2 P. M. If any desire for bicycling still exists it can be gratified on the fine surfaces of the Parks and Boulevards. The party will all separate here taking the night trains for home. The time required will be 15 days including three Sundays, and the expense including hotel bills, etc., will not exceed \$50,

and will probably be considerably less. The exact expense will be announced later. All wheelmen interested in this tour and desirous of participating, are invited to join and to correspond with Chas. W. Freeman, Capt., Peoria Bicycle Club, Peoria, Ill., in regard to the matter. If sufficient encouragement is received, arrangements will be completed at once. A number almost sufficient to warrant the tour have already signified their intention of going, and as the number will be limited and the time is short, immediate responses are requested.

H. G. ROUSE.

Peoria, Ill., June 20, 1885.

BUGS.

The June-bug has a gaudy wing,
The lightning bug has flame,
The bed-bug has no wings at all,
But he gets there all the same.

The busy bee to gather sweets,
Doth 'mongst the posies tread,
And woe it is to him on whom
He rests his business end.

Exchange.

On one of the warm evenings last week we were lolling in the club room, all in animated discussion on the question of bugs, the subject having been started by the production of the above effusions from the depths of the Club Poet's card-case. We were all at home on the subject, for what cyclist has not had a "buggy" experience while touring. After listening to several more or less astounding whoppers, the Klub Dude floored the crowd with the following:

"One warm day last September, I accepted an invite to tour with a club, belonging in the Oranges. After a most pleasant, but rather melting day, I started for Jersey City, to take ferry for home. Back of this city are the beastly Jersey meadows, the birth-place and headquarters of the famous Jersey musketo, yer know. As I neared these flat-lands, I became apprehensive, and getting off my machine, I put several extremely heavy stones in my pockets, for what reason I scarcely knew. After several minutes riding I was in the midst of their lair, but I determined to keep bravely on, upheld by the recollection of the stones and a pair of stout corsets.

Pretty soon the skeeters smelt the perfume of my hair-oil, and they began to drive at me. Soon there was a halo of them around my head, and I hit up a frightful pace, about seven-thirty to the mile, I almost think, in the vain hope of eluding my bloody pursuers. As I got deeper into the meadow country the inhabitants became larger, and finally, when one particularly big fellow fastened me to himself, I was raised from the ground, and there I was pedaling in mid-air, fully five feet from terror firmer. But the stones got in their fine work, and the beastly creature was compelled to drop me, when I again plunged forward at a seven-minute gait, only to be taken up again every few rods. Well, I got out of the den, the denizens (Club chorus: "Kill him!") becoming smaller and smaller, and from being raised five feet it got down to four, three, two, then one, until finally they couldn't budge me, and I struck it for the ferry, leaving them at every stride, for the murderous villians had followed me, but going much quicker than I they failed to keep with me, and I escaped the

FROM THE CLUBS.

FIXTURES.

July 2, 3.—Sixth Annual Meet of the L. A. W. at Buffalo.
 July 3, 4.—Race meet of Bartholomew County Wheelmen of Columbus, Ind.
 July 4.—Race Meet at Union A. C. Grounds, Boston, Mass.
 July 6.—Big Four Tour starts from Buffalo.
 July 17.—Down East Tour.
 July 18.—Annual Meet of New Jersey Division L. A. W., at Orange.
 July 20, 21.—Ohio State Division L. A. W. Meet and Tournament at Springfield.
 July 23.—Penn. L. A. W. Division meet and race meet of Scranton B. C. at Scranton, Pa.
 July 23.—Race meet of Pine Tree Wheel Club at Bangor, Me.
 July 25.—Bay City Wheelman's race meet at San Francisco, Cal.
 July 25.—Race meet at Chicago.
 August 5, 26.—Clerical Wheelmen's Canadian Tour.
 Aug. 19.—Berkshire County Wheelmen, Pittsfield, Mass. Third Annual Race Meet.
 Aug. 27, 28.—Annual Race Meet Cleveland B. Club, at Athletic Park.
 Sept. 1, 2.—Connecticut B. C. Race Meet at Hartford.
 Sept. 8, 9, 10.—Annual Tournament of Springfield, Mass. B. Club.

CLOSING OF ENTRIES.

July 15th.—Entries close of Pine-Tree Wheel Club with James Crosby, Bangor Public Library, Bangor, Maine.
 July 16th.—Entries close for the Chicago Races with N. H. Van Sickle, 2 Adams Street, Chicago, Ill.
 July 18th.—Entries close for the Scranton B. C. races with A. J. Kolp, 319 Wyoming Avenue, Scranton, Pa.

FOR SALE AND EXCHANGE.

[Advertisements inserted in this column, not exceeding thirty words nonpareil, for one dollar. Any subscriber can insert an advertisement free of charge once during the year of his subscription.]

FOR SALE.—54-inch Sanspareil Roadster. Full nickel, excepting front forks and rims; latest improvements; Ball pedals, safety step, hollow handle bar etc.; New last summer. Price, \$100.00. W. H. Disnev, Box 914, Mount Vernon, Ohio.

FOR SALE.—52-inch Expert; full nickel; in perfect condition; Price, \$115. Also a 48-inch Union, Price \$45. Inquire of J. J. Rankin, 751 High Street, Newark, N. J. 1436

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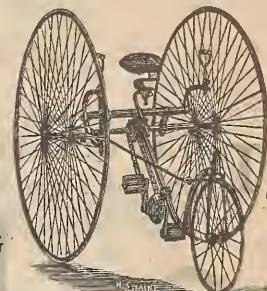


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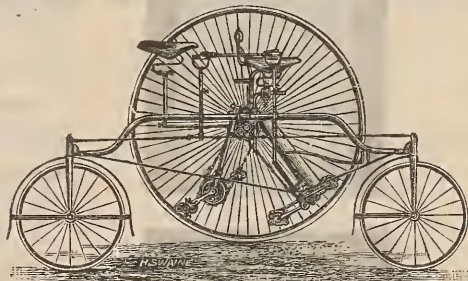


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 1539 RACE STREET, PHILADELPHIA, PA.
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wretches, though my dear hair looked positively disgraceful. I have kept those stones ever since as a proof of that thrilling adventure, and I shall never part with them."

The Club liar has become highly excited, in fact indignant, during the latter part of this recital, evidently fancying that his reputation was lost forever; and after the dude had finished, he took him up in his arms, slid him under the lounge, and then resumed his place. A moment later he said that he had had an experience that was as wonderful and as truthful as that of the dude's. At this piece of information the Klub Kat, which had overheard the dude's remarks, majestically arose, pathetically surveyed the listeners, and uttering a sad, weird war-whoop, dashed out the door. The Club liar then went on, and related the following incident:

"Well, sir, last summer, while touring from New York to N—, I stopped over at B— one warm night, it being so uncomfortable to push on any further that evening. Having been directed to the hotel in the place, I took a room, and was shortly after shown up to my room, determined to have a long night's sleep. The bed presented nothing unusual, and I had soon successfully courted Morpheus. I dreamed that I was at work in a shooting gallery, ostensibly for the purpose of withdrawing the darts out of the target and the adjoining wood-work, but the stupid marksmen would persist in sending them into my body, and I was kept busy picking them out and throwing them aside.

In the morning when I awoke the first thing I noticed was a wonderful development of my right arm. By the light just struggling through the curtains I saw a mahogany-colored mass on the floor, and partly against the wall. Another eye-rub or two, and my startled optics beheld several boiled lobsters wobbling around the floor, true as I live. Not knowing what to think, I jumped out of the bed (which, by-the-way, was in a different corner of the room than that which it occupied when I retired,) to more thoroughly examine this phenomena. Oh, horror! They were bed-bugs. These were the darts which I had been throwing aside all night, and which had caused the remarkable development. I got my clothes, stood on top of the table, and dressed myself. I did not mention it to the landlord, but settled my score and left with a white frightened face. I never kept any of the critters as a sample; (this with a vindictive glance at the dude who was now coaxing something under his nose they wouldn't keep, you know, but I will swear that they were bed-bugs.) Thus ended the tale of the Club Liar.

At a meeting of the Club, held shortly after, this individual was unanimously re-elected, no one having the temerity to oppose him.

THE AMERICAN IDEAL.—Our readers would do well to examine the advertisement of Messrs. Gormully & Jeffery, who are offering a really excellent machine at remarkably low figures. Their American Challenge, Ideal and Safeties, have made an enviable name for themselves and wheelmen should examine their catalogues before purchasing a mount.

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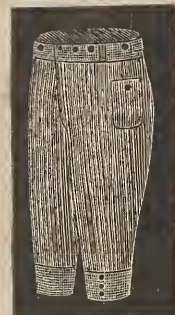
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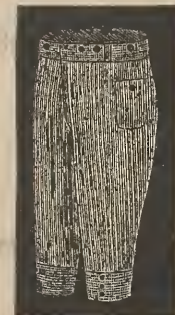


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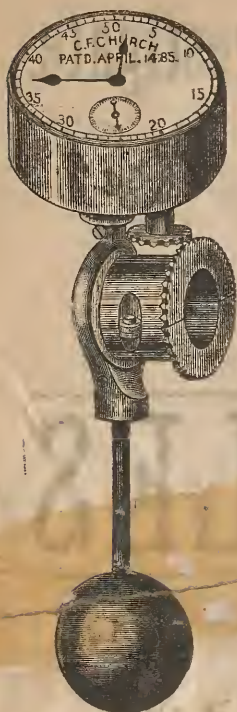
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Price, \$13.50 per Suit. Separate Coat, \$8.50. Separate Pants, per Pair, \$5.00. Many Clubs prefer to have a distinctive color cloth in their uniforms, and we make up any variety of plain and mixed cloths to order, either for individuals or for entire Clubs. Of course the goods come at higher prices, ranging from \$15.00 to \$22.50. The workmanship and materials are the finest, and the best is always the cheapest in the long run.



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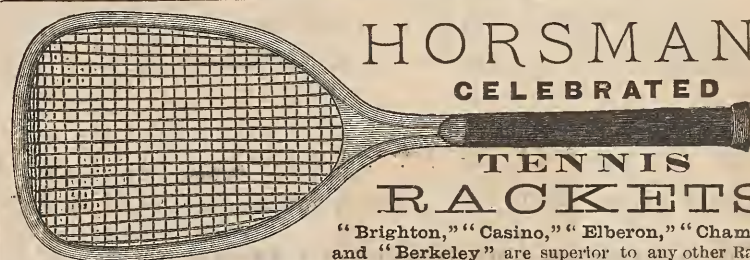
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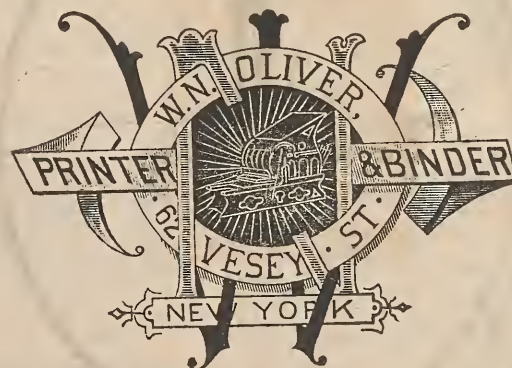
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Truly yours,

WM. C. SCRIBNER.

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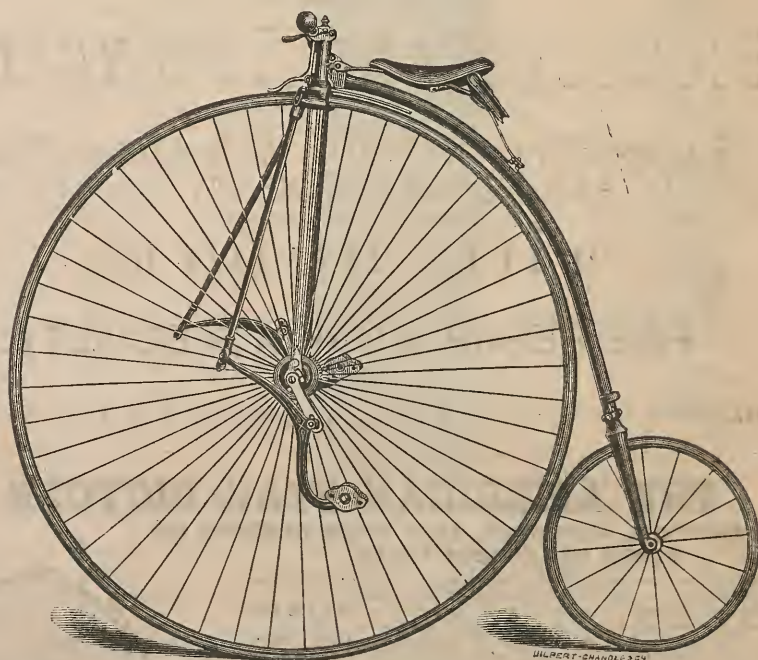
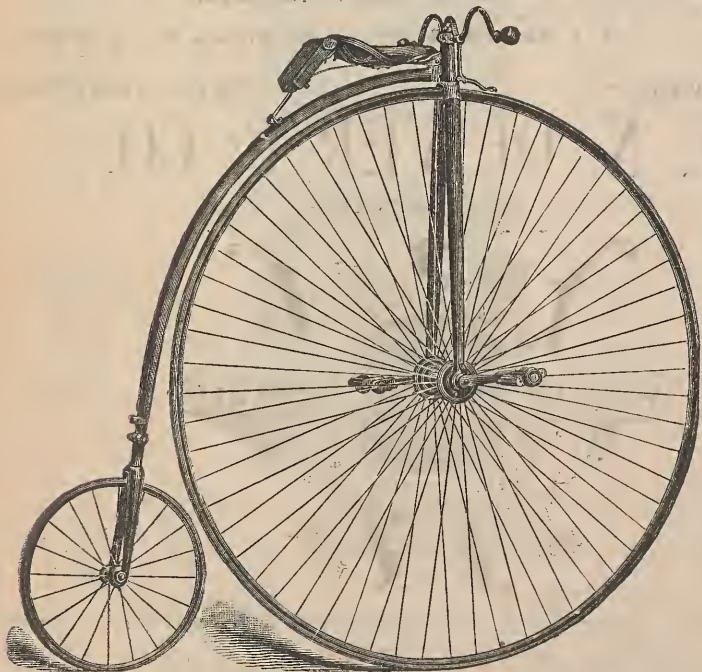
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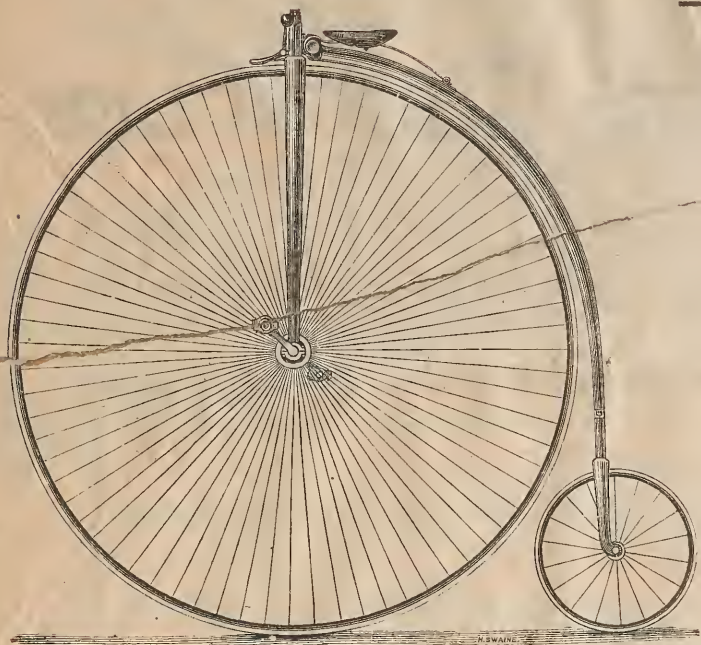
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I was persuaded to take out an Accident Policy last August, in the Fidelity and Casualty Company, of New York, for \$5,000 in case of death, and \$25.00 per week if injured. About the middle of October, you will recollect, I was thrown from my bicycle, and sustained an injury. I have just recovered from this, and last Friday filed a claim for eleven weeks' indemnity. The company promptly paid the amount (\$275.00), and I cannot but publicly praise their business methods. To the many wheelmen who are dependent upon their salaries for support I unhesitatingly say: Insure in the Fidelity and Casualty Company. The cost is very little, and, in event of injury, you will find the indemnity very handy to have.

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Editor of The Wheel.

NEW YORK, Nov. 17, '83.

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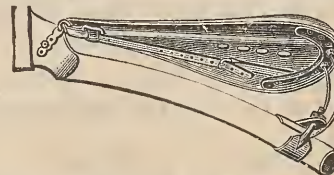
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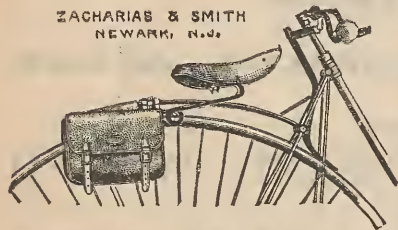
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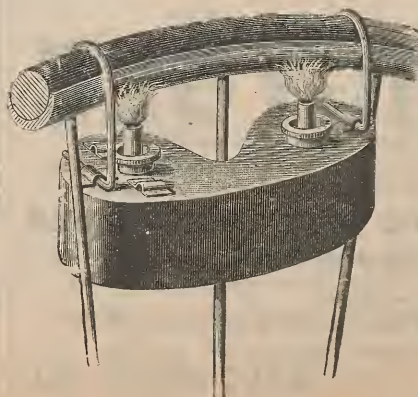
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