

# THE WHEEL

A JOURNAL OF CYCLING

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## WHEEL GOSSIP.

The *Cyclist and Athlete* has been succeeded by *Recreation*, published, we believe, by the same company.

A Novelette.—Chapter the first and the last. Brown, a St. Louis teamster, upsets Baker, a ditto trikist. Court. Fine, \$50.

A Schock, the professional bicyclist has been arrested in a restaurant, for assaulting a waiter with a carving fork. We think Schock will die in a restaurant.

"Wanted, a Mud Guard," explains the requirement of a correspondent. He can get plenty of them after a parade, if a sprinkler or a rain storm has been around.

The *Cycle* says, that before many months, the Boston Club will erect a club house at the cost of several hundred thousand dollars. And yet they say the "Cycleries" did not make money.

It is expected that the grounds of the N. J. Cycling and Athletic association of Newark, will be opened with a bicycle meet in a few weeks. The bicycle track is modeled after the Lynn track, being a third of a mile long, with raised corners.

The last issue of the *Cyclist* contains, as a supplement, a fac-simile letter, purporting to be written by G. L. Hillier, editor of the *Bicycling News*, to the Chief Consul of Hertfordshire, calling his attention to the road race, which we describe in another column, and asking him to stop the same. The fac-simile is headed with "£5 Reward," which is the amount offered for the discovery of the forger.

AN EXTRAORDINARY PERFORMANCE.—Mr. H. G. Priest rode a mile on his "Quadrant" tricycle, at Biggleswade, on Saturday last, in 2m. 38s. The wind was strongly in his favor, and the last hundred yards of his course (between the forty-sixth and forty-seventh milestones) somewhat downhill. The spin was timed by carefully compared stop watches, held by Messrs. C. E. Liles and A. J. Wilson, and Charlie King, of Salisbury, made the pace on a 28lbs. "Premier" safety. Among those who were present were Dan Albone, Arthur Pendennis, O. G. Duncan, the Biggleswade postmaster, and others.—*Cyclist*.

A contemporary says that A. B. Norton, of Westfield, Mass., one of the contestants for a gold cyclometer, claims a record of 4,000 miles, which was ridden mostly over a sort of square, two miles around. Had Mr. Norton any ingenuity, he would not have been compelled to undergo such hardship to pile up a record. By elevating the driving wheel a few inches from the floor, and arranging a rattle attachment, he might have interested his younger brothers and sisters, and gained a highly respectable record.

SUSPENSIONS RECALLED.—The Racing Board has recalled its suspensions against the following riders, having received evidence that they did not willfully violate rule H: C. E. Tracy, Waltham, Mass.; F. B. Kimball, West Somerville Mass.; L. A. Miller, Meriden, Conn.; J. A. Hubbard, Meriden, Conn.; H. H. Stockder, Meriden, Conn.; C. E. Buxton, Meriden, Conn.; F. G. Warner, Hartford, Conn.; S. Carlton, Hartford, Conn.; A. B. Rich, New York.

The Records Committee of the N. C. U., have passed the following claims to path records—*Bicycle*:  $\frac{1}{4}$ -mile, H. A. Speechley, 38 $\frac{1}{2}$ s., at Crystal Palace, May 29th;  $\frac{1}{2}$  W. A. Illston, 1m. 16 $\frac{1}{2}$ s., Alexandra Palace, May 21st. *Tricycle*:  $\frac{1}{4}$ -mile, P. T. Letchford, 1m. 26 $\frac{1}{2}$ s., at Crystal Palace, May 29th;  $\frac{1}{2}$  A. E. Langley, 2m. 13 $\frac{1}{2}$ s., Alexandra Palace, May 21st; 1 A. E. Langley, 2m. 55 $\frac{1}{2}$ s., Alexandra Palace, May 21st; 2 E. Kiderlen, 6m. 15 $\frac{1}{2}$ s., Alexandra Palace, May 22d. The committee have considered the claim of H. C. Sharp to the  $\frac{1}{4}$ -mile tricycle record, but having regard to the gradient of the Alexandra Palace track, they have decided that this claim be not allowed.—*Cyclist*.

The West Orange township committee has passed, and the authorities of the remainder of the Orange riding district, will shortly pass laws requiring the carrying of a bell or whistle by cyclists at all times, and of a lighted lantern after sunset. The Orange Wanderers have issued a circular requesting all wheelmen to comply with the laws, and thereby maintain the good reputation which the wheelmen of the Orange district have acquired by their consideration of the public privileges.

Members of the A. C. U. held another meeting last Friday night, for the purpose of further revising and perfecting their constitution. The important provisions adopted are as follows:

"Road records must be accompanied by the sworn statement of a competent surveyor as to distance, or by a certificate that the distance has been measured by three certified cyclometers, the lowest measurement of which has been taken. Fifty and one-hundred miles bicycling, and twenty and fifty miles tricycling road championships have been established. Several other rules governing road racing were adopted.

A bicycle thief took the Rev. J. H. Watson's machine from in front of the Connecticut Mutual Life Insurance building at Hartford, brought it down to the railroad depot, and tagged it to "Frank N. Adams, New Haven Conn." The clergyman discovered his machine before it had been shipped, but acting on the advice of the police authorities, he allowed it to be sent to its destination. When the thief called for the machine he was arrested and taken to Hartford. He gave

his age as nineteen and his address as Brooklyn. He claimed to have bought the machine from a stranger for \$15.

THE FIFTY MILES SCOTCH CHAMPIONSHIP ROAD RACE was decided on June 18th, the course being twenty-five miles straight-away and return. J. H. A. Laing won in the excellent time of 3h. 19m. James Luke finished second, in 3h. 21m.

A NEW TWENTY-FOUR HOURS TRICYCLING RECORD.—On Monday, June 21st, A. H. Fletcher of Liverpool, made an attempt to beat the twenty four hours tricycle road record. He started at 12.02 A.M. from Biggleswade, accompanied by J. D. Bell, a bicyclist. He rode the first fifty miles in company with the latter in 3h. 57m. At this point they were joined by Wilson and Duncan on a tandem. The first 72 miles were covered in 5h. 46m., after a slight breakfast, they kept on to Wisbech, 106 miles, time 9 hours—where they had a substantial luncheon. Norman Cross, 133 miles was reached in 12 hours, 8 minutes; 210 miles miles were covered in 20h. 6m. At the expiration of the twenty-four hours the record breaker had covered 251 miles. The previous English record was 231 3-4 miles made last July. The tandemons, Wilson and Duncan, covered 202 miles by nine o'clock, and but for an accident to their machine, which lost them two hours, they would have made a remarkable record.

At the Gibson House last Monday night, there was quite a gathering of wheelmen—some eighty-three being there—besides a number of prominent people, who had met for the purpose of protesting against Chief Deutsch's order prohibiting bicycle riding within the city limits. Mr. H. S. Livingston was chosen chairman, and the business of the meeting proceeded with. Mr. T. J. Kirkpatrick, Chief Consul of the Ohio Division of the League, stated that as highways were public, the chief of police had over-stepped his authority. Mayor Smith was present, and was pleased to say that the order of Chief Deutsch had been misinterpreted by the police, and assured the wheelmen that their rights were in no danger, and everything would be made all right. Governor Foraker was there and made some pleasing remarks. He said, among other things: I have always been a friend to the bicycle, and regret that I am too old to ride one." A committee of five was appointed to see that the matter in hand were properly attended to, and given power to call another meeting, if necessary, when the assembled talent dispersed.—*Cincinnati Sun*.



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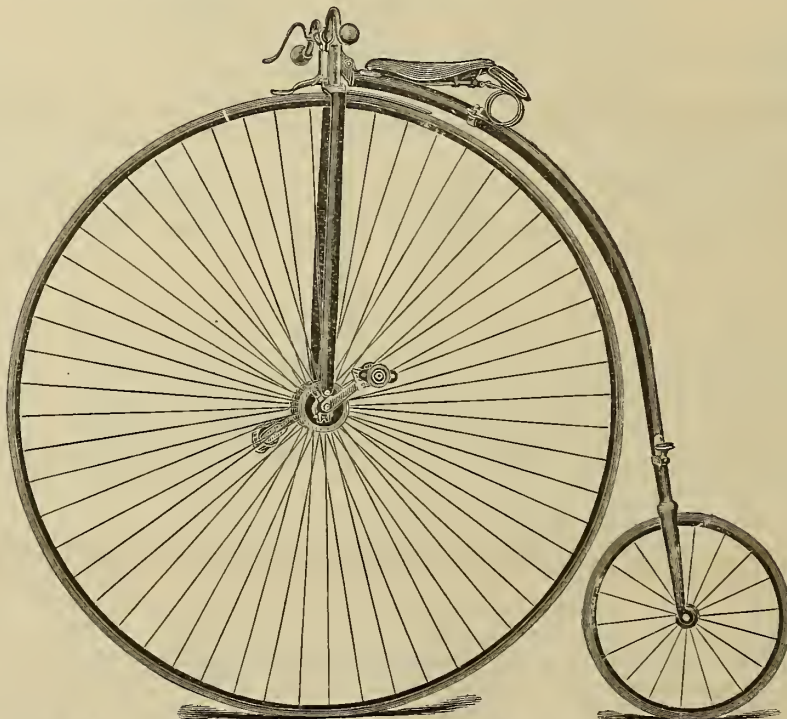
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## A Remarkable Record on a Remarkable Wheel.

*Albert Schock at Minneapotis, broke the World's long distance record of 1,007 miles, made by F. Lees, at Middleboro, England, in 1880, on an American Champion Roadster, making 1,009½ miles, defeating the well-known Woodside on a racer, by nearly 100 miles.*

*The Champion that Schock rode was the first one put together. The result is remarkable as well as significant.*

## TESTIMONIALS.

MINNEAPOLIS, March 16, 1886

MESSRS. GORMULLY & JEFFERY,  
Chicago, Ill.

Permit me to express my appreciation of the Champion Bicycle I used in my recent long distance race at Minneapolis. The machine stood the 1009½ miles without turning a screw and the only tool used by my trainers was an oil can occasionally. The machine is exceedingly easy running and steering, and the most rigid of any I ever mounted, and being very firm and solid. It did not tire me nearly as much as might have been expected. I understand it as a roadster in any such being the case, I shall be careful to ride a roadster in any races I may in future enter which require endurance.

Yours sincerely,  
ALBERT SCHOCK.

CHICAGO, March 22, 1886.

MESSRS. GORMULLY & JEFFERY,  
CITY.

Dear Sir: After giving the champion several exhaustive trials on the road, I cannot refrain from saying that it is the most rigid, easy running and steering bicycle that I have ever ridden. Its high grade and very reasonable price will doubtless make a large sale for it the coming season.

This is the first testimonial I have ever written.

Yours very truly,

JOHN O. BLAKE.

Chief Consul L. A. W. State of Illinois.

MINNEAPOLIS, MINN, March 15, 1886.

MESSRS. GORMULLY & JEFFERY,  
Chicago, Ill.

Gentlemen: We wish to congratulate you on the great success of your American Champion Bicycle in its first race, the great six-day, 12 hours per day, race just finished in this City. With Albert Schock its rider, it covered 1,009½ miles, winning the world's long-distance record. The machine came through in grand shape, not the slightest thing going wrong; requiring throughout the race but the care of an occasional oiling. One of the results of the contest is a lively demand for the new wheel in this city.

Yours very truly,

S. F. HEATH & CO.

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	PER YEAR
Wheelmen's Gazette and The Wheel	\$1.00
The Cycle and The Wheel	1.75
Bicycling World and The Wheel	1.50
Harper's Young People and The Wheel	2.00
Outing and The Wheel	3.00
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All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL, should be addressed to the Company. Make all Checks and Money Orders payable to CENTRAL PRESS & PUBLISHING Co. We cannot use stamps other than the two or one cent issue.

### THE SITUATION.

The above head-line, which has so often served over the greedily devoured despatches of war times, is not inapt over a general summing up of the contentions which are now enlivening the cycling world.

In a late issue of *The Cycle*, the chairman of the Racing Board proposed a plan to the A. C. U., viz: the establishment of three classes, amateurs, promateurs and professionals. "For such a society as this," says the Chairman, "we can see a brilliant future, and with a programme like this, there will be no conflict with the League." We are also told that if this plan was adopted, the League could afford to make "some concessions." In another column under the title "The End of the War," we publish a report of the meeting of the executive committee of the A. C. U., at which the plans outlined by the Chairman of the Racing Board were adopted. We thought we saw the end of the trouble, and that the time to make "some concessions" had arrived.

But the communication of our Boston correspondent quickly ended our hopes for a speedy treaty of peace, for we hear that the Chairman of the Racing Board is as inplacable as ever. The feeling is rapidly growing on all sides that the League should give up racing. This is undoubtedly the opinion of a number of prominent Massachusetts Division men, and at the New York Board of Officers meet, this feeling was very strong. Of course there are a number of people who would object to the League giving up any of its prerogatives, but we think the question should receive the close attention of the Racing Board and the Executive Committee.

As an outcome of the A. C. U.-L. A. W. imbroglio, the Massachusetts Division has been plunged into another whirlpool, over the retirement of Chief Consul Ducker, by President Beckwith. Mr. Ducker has issued a letter to the Division members, wherein he characterizes the President's action as high-handed, unjust, etc. A meeting has been called for the 17th of July, at which Mr. Ducker will submit the question to those most interested, whether they desire him to continue in office or not. As he has already been retired, any meeting he may call cannot be recognized by the President, and many Division members will absent themselves for the same reason. The proper way to get an official opinion of the Division, is to have the special meeting called as provided in the constitution, if indeed, provisions have been made for such meeting. We await with interest the decision of the Racing Board, whether they will recommend the League to withdraw from the control of racing matters. Also whether the Massachusetts Division will support Mr. Ducker, and if so, whether the President will take any cognizance of its action.

### OVER THE SEA.

Col. Pope sailed at 6 A. M. last Saturday, on the good ship Aller, for his eight weeks outing of business and pleasure in merrie old England. Our country may be proud of the samples of American manhood that go over the sea this year. With the Colonel and Rev. H. W. Beecher among them, the Britishers should certainly be good.

### EXPORTING.

Dropping in upon friend Mason at the New York headquarters of The Pope Manufacturing Company, 12 Warren street, we were pleased to find them busy shipping machines to foreign ports. Some Columbias were destined for Australia, others for London. Upon enquiry we learned that shipments had been made during the past few months to France and to South America, the invoice, to the latter country including a two-track tricycle. A pleasant feature of the business is, that each shipment seems to insure new and increased orders.

The Rev. L. D. Temple, of Flint, Mich., contributes a column editorial on "The Bicycle and the Pulpit" to the *Christian Herald*, Detroit, Mich. The publication of articles of this tenor in "lay" journals, is the most valuable method of doing "missionary" work that we know of. Members of the different professions, who have already experienced the value of wheeling, should contribute articles to the representative organs of their professions. We can only obtain the utopia of smooth roads and respectful urchins and hoodlums, when everybody who is anybody shall ride the bicycle for pleasure or business. Every person, who purchases a wheel is a step—a small step to be sure, but still a step—towards this ideal.

### THE END OF THE WAR.

THE A. C. U. ESTABLISHES A PROMATEUR CLASS.

A number of representatives of the American Cyclists' Union met at the office of H. E. Ducker, at Springfield, on Wednesday evening, June 30th. The object of the meeting was to still further revise the Constitution, By-Laws and Rules, and to change those sections relating to membership, by establishing a promateur class. The changes are embodied in Article 4, Section 3 and 4, which now read as follows:

The standard of membership in this association shall be determined by the following rules:

(A) An amateur is any person who has never, either in public or in private, raced or exhibited his skill for a public, or for a private stake, or for a purse, or for gate money, and who has never competed under a false name, who has never backed or allowed himself to be backed either in a public or private race, and who has never assisted nor taught any recognized athletic sport for money.

(B) A promateur is one who at any time or in any degree violated his amateur standing as defined above by receiving his expenses or other remuneration for riding the cycle in public exhibitions.

(C) A professional wheelman is one who at any time and in any degree has violated his amateur or promateur standing as defined above.

To prevent any misunderstanding in interpreting the above, the union draws attention to the following explanation: A wheelman forfeits his right to compete as an amateur, and thereby becomes a promateur, by

(A) Accepting payment or any valuable consideration other than open prizes for training or coaching others, or for engaging in cycle racing or any other athletic exercise.

A wheelman forfeits his right to compete as an amateur or promateur and becomes a professional by

(A) Riding the cycle or engaging in any athletic exercise for a money prize or for gate money.

(B) Competing with, or pace-making for, or having the pace made by a professional in public or private for a prize or gate money.

(C) Selling, realizing upon, or otherwise turning into cash any prize won by him.

(D) The union recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, and the National Cyclists' Union of England, viz.: Running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller and ice skating.

Messrs. J. W. Schoefer and H. F. Hornbostel, both members of the Independent Wheelmen of Brooklyn, made a century run on June 27th. The start from Brooklyn, was made at 5.30 A.M. The first half of the journey was completed in five hours. The wheelmen dined at Islip, their turnabout station, and reached home at 7 P. M.



## HUB HAPPENINGS.

Excitement is still running high over the conflict between the League and A. C. U. The retirement of Chief Consul Ducker by President Beckwith has created no end of talk and speculation hereabouts, and the indications are that there will be a big fight before the matter is settled. We have been waiting, with a good deal of interest, the arrival of the *Bulletin*, in which, it is presumed, Dr. Beckwith will state his reasons for so summarily removing the Massachusetts Chief Consul. But here it is Monday and the *Bulletin* has not yet put in an appearance. I cannot understand why it is the *Bulletin* does not reach here sooner. It must be censurable neglect on the part of some one. It seldom comes before Monday and often not until Tuesday, so it is almost a week after the day of publication when it is received by us. THE WHEEL bears the same date and arrives here Friday evening. There are lots of things around the Secretary's office which need bracing up. I understand the Executive Committee of the League are now at work in that direction, and I certainly hope they will succeed in accomplishing something more than they have in the past.

No one here seems to be able to comprehend what reason President Beckwith could have had, for taking the course he has in retiring Mr. Ducker. It is true that the League rules give the President power to remove any officer guilty of malfeasance, but where the malfeasance comes in we are at a loss to comprehend. Perhaps it is considered a malfeasance on the part of Mr. Ducker to try and boom the A. C. U. But that is manifestly unjust and contrary to all principles of republican government. The idea of boycotting a man, because he dares to have and express views of his own, is a little too despotic even for League members to submit to. Mr. Ducker claims that he is as loyal to the best interests of the League as is any man in it, and no doubt he is. The fact that he believes the League should withdraw from the management of races, and helps to build up an organization which shall perform this work for it, certainly cannot be considered treason and worthy of impeachment. Mr. Ducker was elected to the Chief Consulship of Massachusetts by the votes of five hundred wheelmen in this State, and for one man to say that he shall no longer continue to preside over us, and at the same time giving no reason for this proclamation, is going it a little too strong. No matter how bad a man is, he should at least be granted a hearing before conviction.

It may be though, that I do the President an injustice, and that he has other and better reasons for his action. If so, I certainly wish he would make them public. Perhaps he considers Ducker's personal attacks upon Chairman Bassett sufficient to warrant impeachment. It is true Ducker did wrong in that respect, but I am informed that he has since apologized to Mr. Bassett, and that they are now personally, the best of friends. Mr. Bassett assures me that he has made no official complaint against Mr. Ducker.

Mr. Ducker states that he has received no official notice of his retirement, and that he intends to show fight to the end. He says that President Beckwith probably wants to let him down easy, and have him leave the

office as though he resigned from it; but Ducker says that he intends fighting to the end. He has called a meeting of Massachusetts wheelmen for July 17th, to see what they will do about it. If they think it best that he should resign, he will willingly do so, but not otherwise.

Affairs towards effecting a truce between the League and the A. C. U. have not progressed to any great extent during the past week. A big bull was made in Springfield last Wednesday, when the local paper came out with a glaring announcement to the effect that peace had been proclaimed, that the A. C. U. had agreed to establish a third class, and that Chairman Bassett had promised to put forth his best efforts towards inducing the League to turn over all its racing interests to the Union, and also endeavor to have the Union recognized across the water. The establishment of a third class by the A. C. U. is all true enough, but Chairman Bassett indignantly denies that he has ever consented to any "deal" or compromise. He thinks the League does not want any compromise. It will have just what it wants or nothing. It asks that the A. C. U. shall prove itself competent to protect amateurs, and after it has done this, it is time enough to talk about the League retiring from the management of races. He wishes it distinctly understood that he has not promised to intercede with the Englishmen on behalf of the A. C. U., and also, that whatever he has said regarding the future probability of the League withdrawing from the management of races, has been entirely an expression of personal opinion, and does not wish it understood as in any way official.

Last Thursday the Boston Bicycle Club removed from its old quarters at No. 87 Boylston street to No. 36 St. James avenue. These new quarters are to be but temporary, for the club has plans under consideration for the erection of a big club house, after the style of the New York Athletic Club.

The St. James avenue house is situated on the corner of Clarendon street, and as the surface of the streets all around are macadamized, it is of easy access by wheel. The building is one story less in height than the old one, it is deeper, and by a more compact arrangement of the rooms, the club will be afforded more satisfactory accommodations than at the one on Boylston street.

The club committee is hard at work furnishing and fitting up the new house, and it will be ready for the members in a day or two. On the first floor are two parlors connected by sliding doors. They are some ten feet deeper than those of the old house, and far more cheerful. A fine view is obtained from the windows of the back parlor, and when open, they will allow a free draught of air through the rooms, keeping them delightfully cool during the warm weather. A side room on the same floor will, for the present, be used for the purposes of a cabinet. Next winter the club will probably resume its restaurant, and then the cabinet will be removed up stairs. A telephone closet, and other conveniences are also on this floor. In the basement is a well-appointed kitchen and several rooms which will be used for the accommodation of the steward and his family. The large yard in the rear is to be floored and roofed over for the purpose of a wheelhouse. The accommodations for the storage of wheels will be far superior to those on Boylston street. On the second floor are the billiard and pool rooms, card rooms and toilet rooms. The private office of the committee will be in the alcove of the front hallway, which will be secluded by portiers. There are five rooms on the third floor. They will be used for various purposes, as dressing and locker rooms, gymnasium and dormitories, for the use of members. The house is to be handsomely furnished throughout and every convenience will be provided. With such pleasant temporary quarters, it will be strange if the club does not continue adding to its membership rolls and easily maintain its position as the leading cycling organization of America.

## THE SPRINGFIELD BICYCLE CLUB'S TWENTY MILE ROAD RACE.

At the early hour of 6.01 a. m., on the 5th, the Springfield Bicycle Club started its twenty mile road race. It was a handicap, Fred A. Eldred being at scratch, with Adams, Charles Hubbard and F. R. S. allowed two minutes. H. B. Wadsworth also allowed two minutes, started from scratch. The course was to the Suffield House, Suffield, Conn., and return.

The men rapidly disappeared from sight, and for over an hour the crowd of waiting wheelmen congregated at the finish, passed the time in various ways. A shout of "Here they come" greeted the appearance of Eldred, who finished in 1n. 19m. 50s., which is now the American road record. Adams finished in 1h. 25m. 17s. Wadsworth finished third in 1 h. 29m. 30s., beating Hubbard a few lengths. The referee was H. E. Ducker; timers: B. E. Whipple, W. H. Selvey and A. O. McGarrett.

## HENDEE BEATS THE MILE RECORD.

The most interesting event of the Caladonian games, which were held at Hampden Park, Springfield, on Monday afternoon, July 5th, was the one mile bicycle handicap, in which "our George" started from scratch. His competitors were, Charles P. Adams, 80 yards, and William Harridon 250 yards. Harridon won by several lengths. Hendee finished in 2m. 34s., beating the world's amateur record by 1 2-5 seconds, and the world's three-quarter record by 2-5 seconds. The following table gives an idea of Hendee's effort.

HENDEE.	QUARTERS.	AM. RECORD.
$\frac{1}{4}$ m. 36 $\frac{3}{4}$ s.	36 $\frac{3}{4}$ s.	35 $\frac{1}{2}$ s.
$\frac{1}{2}$ m. 1m. 13 $\frac{3}{4}$ s.	37s.	1m. 12 $\frac{3}{4}$ s.
$\frac{3}{4}$ m. 1m. 52s.	38 $\frac{3}{4}$ s.	1m. 55 $\frac{1}{2}$ s.
1m. 2m. 34s.	42s.	2m. 35 $\frac{1}{2}$ s.

At these same games, C. P. Adams had a walk over for the five mile race, but was stopped at the half mile, having ridden that distance in the excellent time of 1m. 23 1-5s.

## RACING AT NORTH ADAMS.

The Pittsfield Bicycle Club held a race meet at North Adams, Mass., on Monday afternoon. Weather good; attendance small; not enough to pay expenses.

### SUMMARY.

One mile novices—H. Lee, Pittsfield, 3m. 13s.

Two miles county championship—C. D. D. Heath, 6m. 25s.

One mile scratch—H. L. Burdick, Albany, 3m. 3s.

One mile lap race—William Keenan, Albany, 3m. 7s.

Three mile open race—C. Heath, 10m. 13s. Burdick and Getchell took headers; Norton dropped out.

One mile tricycle—Walk over for W. Kilman, of Albany.

One mile, 3.20 class—Heath, 3m. 6s.

Five miles lap race—Burdick won every lap, winning in 17m. 10s.; H. C. Getchell, second.

One mile against time—Weston, of Adams, Mass., made an attempt to beat 3.06, the best time of the day, but he lost by one second.

The concluding race of the day was a five mile contest between W. J. Morgan and a horse, the latter winning easily in 17m. 37s.



## THE CANADIAN MEET.

The annual meeting of the C. W. A., held at Montreal, from July 1st to the 4th, was a grand success.

The first event of the meet was the parade, which was held on Thursday morning, the 1st. The Montreal B. C. headed the line with 53 senior and 11 junior members. There were representatives from all the Canadian cities, totaling 190.

At 2.30 P. M., the races were held on the grounds of the Shamrock Lacrosse Club. We give a summary of the different events.

ONE MILE NOVICES.—Chas. Ware, Marblehead, Mass., 3.20½; D. Pollock, Montreal, 3.37¾.

ONE MILE CHAMPIONSHIP.—H. W. Clarke, Woodstock, 3.09½; Fred Foster, Toronto, 3.09¾.

THREE MILES, ROADSTER MACHINES, over 40 pounds.—T. Fane, Toronto, 10.08½; J. H. Robertson, Montreal, by a foot.

ONE-HALF MILE, WITHOUT HANDS.—Chas. Ware, Marblehead, Mass., 1.43; D. B. Holden, Montreal, by a yard.

ONE MILE TRICYCLE CHAMPIONSHIP.—A. T. Lane, Montreal, 3.51; G. M. Mothersill, Ottawa, by a half lap.

FIVE MILES BICYCLING CHAMPIONSHIP.—T. Foster, Toronto, 18.56; J. R. Scales, Montreal, by thirty yards.

THREE MILES SCRATCH.—H. W. Clarke, Woodstock, 10.04½; D. E. Hunter, Alberton, Prince Edward Island, second.

The regular business meeting was held in the M. A. A.'s hall in the evening, President J. S. Brierley, of St. Thomas, Ont., in the chair. After a brief address by the President, the officers' reports were read. The Secretary read the minutes of the previous meeting, and the Treasurer reported a balance of \$319.79 on hand, with an additional asset of \$130. The election of officers resulted in the choice of W. A. Karn, of Woodstock, for President, and J. D. Miller, of Montreal, for Vice-President. After a vote of thanks to the retiring officers, the meeting adjourned. Later in the evening, a hop was given in the Windsor Hotel, at which about 200 gentlemen and 150 ladies were present.

The second day was pleasantly passed, a road race, various tour's during the day, and an entertainment in the evening filling up the time. The road race was to Lachine. The first four men finished in the following order: Fred. Foster, Toronto, 42 minutes; M. F. Johnson, Toronto, 42m. 15s.; J. R. Scales, Montreal, 42m. 30s.; F. W. S. Crisps, Montreal, 43m. 45s.

In the evening a wheel entertainment was given at the Victoria rink, Mayor Beaugrand presiding. The entertainment opened with fancy riding by Bertie Lane, a ten year old boy, and by Lester and Allen. A slow race, which was run in heats, was won by H. Williams, of Woodstock, with Bertie Lane second. A polo match and more fancy riding by Lester and Allen ended the entertainment.

The principle event of the third and last day of the meet, Saturday, the third, was the race meet, held in the afternoon at the Shamrock's grounds, and at which 2000 people were present. Below will be found a summary of the different events.

ONE MILE NOVICES.—Chas. Ware, Marblehead, 3.23½; D. Pollock, Montreal, 3.33¼.

ONE-HALF MILE HEATS.—First heat: F. Foster, Toronto, 1.34 4-5; J. A. Robertson,

Montreal, by several lengths. Second heat: H. W. Clarke, Woodstock, 1.30; D. E. Hunter, Alberton, by a length. Final heat: H. W. Clarke, 1.30; J. S. Robertson, by several yards.

ONE MILE TRICYCLE EXHIBITION.—A. T. Lane, 3.52 3-5.

FIVE MILES, SCRATCH.—Fred. Foster, Toronto, 17.10½; T. Fane, Toronto, 17.26¾. Last mile 3.09.

TWO MILES, SECOND-CLASS RIDERS.—Chas. Ware, Marblehead, 6.47¼; N. L. Lusher, 6.49.

THREE MILES SCRATCH.—Fred. Foster, 9.55 1-5; T. Fane, 9.55 2-5. Foster's time surpassed the previous record by 4-5 seconds.

## THE CONNECTICUT TWENTY MILES ROAD RACE.

The twenty mile team road race for the championship of Connecticut, was contested on Wednesday, June 30th at 4.30 p. m. The following clubs were represented, each club sending three men. Hartford Wheel Club, A. F. Judson, William Harding and H. N. Wilcox. East Hartford Wheel Club, H. E. Bidwell, G. E. Forbes and W. B. Ford. Meriden Wheel Club, J. F. Ives, J. E. Brainard and L. A. Miller. Bristol Bicycle Club, S. J. Mills, G. B. Potter and A. H. Bradley. The course was from Meriden to New Britain and return.

Bristol got away in front at the start, closely followed by Harding. The first half of the journey was a nip and tuck contest between these two men. They kept in the lead till near the finish, when Miller rode past. Just at the finish Bidwell came on very fast and won by a few seconds. The order of the finish was as follows:

Bidwell, East Hartford.....1h. 25m. 30s.  
Miller, Meriden.....1h. 25m. 33¾s.  
Harding, Hartford.....1h. 25m. 46¼s.  
Mills, Bristol.....1h. 28m. 50s.  
Ives, Meriden.....1h. 29m. 50s.

Brainard, Wilcox and Judson finished about four minutes after Ives. The Meriden Club won the championship with 26 points; Hartford Wheel Club second, with 21; East Hartford, 12; Bristol, 10. The club prize was an elegant bronze Mercury. Bidwell received a gold medal; Miller, a costly lamp; and Harding, a Smith & Wesson revolver.

## RACES ON BOSTON COMMON.

The annual "Fourth of July" races, given under the auspices of the city, were held last Monday on the Common. The track, as usual, was in a miserable state.

### SUMMARY.

One mile novice—F. W. Perry, Massachusetts Club, 3m. 26s.; W. W. East, second; G. Webster, 0; P. J. Berlo, 0; G. Bates, 0, and John Kennedy, 0.

Two miles scratch—C. W. Ware, Marblehead, 6m. 55s.; F. G. Gibbs, Cambridge, 7.07; David Drummond, of Cambridge, led at the first mile in 3m. 25s., but did not finish.

One mile tricycle—H. G. Crocker, 3m. 55s.; J. T. Williams, 3m. 5s.; F. W. Perry, 0; T. J. Flynn, did not finish.

Two miles lap race—C. W. Ware, first. Time 6m. 55s.; F. W. Perry, 7m. 6s.; P. J. Berlo, 0.

Three miles scratch race—H. G. Crocker, 10m. 20s.; C. W. Ware, by twenty seconds.

## RACING AT CLEVELAND.

Over a thousand people visited Athletic Park last Monday afternoon, to witness the Cleveland Bicycle Club's race meet. The track was in fair condition, and the races very close. The officers were: Referee, F. T. Sholes, Cleveland; Judges, Gideon Haynes, Boston, S. R. Payne, Cleveland, and F. G. Hoover, Pittsburg. Summary:

One mile novice—S. J. Herrick, Jr., Cleveland, first; Lucien Davis, Cleveland, second; time, 3.11¼.

Half-mile, 1.30 class—V. C. Place, Greenville, Penn., first; W. D. Banker, Pittsburg, second, time, 1.26.

One mile handicap—J. T. Huntington of Cleveland, first; V. C. Place of Greenville, Penn., scratch, second; time, 2.59.

One mile tandem—G. Collister and C. Howland, first; Fred Palmer and W. L. Martin, second; time, 3.00.

Quarter-mile, 50s. class—Lucien Davis of Cleveland, first; H. Crumley of Mount Vernon, second; time, 42¼.

Two mile, 6.30 class—F. P. Root of Cleveland, O., first; J. T. Huntington of Cleveland, second; time, 6 minutes 26½ seconds.

Five miles, 17-minute class—J. T. Huntington, first; L. Davis, second; time, 17.15.

One mile tricycle handicap—George Collister, scratch, first; G. C. McNeill, Akron, 10 seconds, second; time, 3.20 3-5.

Two miles, L. A. W. championship—V. C. Place, Greenville, Penn., 1; F. P. Root, Cleveland, 2; time, 3.05; 6.15.

Half-mile handicap—H. Crumley, Mount Vernon, six seconds, first; J. T. Huntington, two seconds, time, 1.30¼.

One mile, three-minute class—J. T. Huntington, first; V. C. Place, second; W. D. Banker, Pittsburg, third; time, 2.56¼.

Some good sport was seen at the Cambridge University races, on Thursday, June 17th. The mile invitation scratch race was won by W. A. Illston, after a most determined struggle with Speechley (2) and English (3); all these finished within a yard of each other. Time, 2m. 49 1-5s. The two miles invitation tricycle race was a nip and tuck struggle between J. Lee and P. T. Letchford, the former finishing in 6.16 1-5, only 2-5 seconds outside of record. The one-mile tandem race was a stern chase, Furnivall and Gatehouse being the pursued, and English and Illston the pursuers. The pursued won by five yards in 2.59 4-5. The event of the day was the attempt of Letchford to beat the two miles tricycle record. In his first attempt, his tire came off after riding 1½ miles. After a half hour's rest he made a second trial. He passed the mile post in 2m. 56s., but 4-5 seconds behind record, and finished the two miles in 5m. 58 3-5s., beating record by 17 1-5 seconds. The following table shows the value of Letchford's performance:

MILES	LETCHFORD.	OLD RECORD.	AM. RECORD.
¼	.46	*.41½	.42
½	1.26	1.27	1.21½
¾	2.12	2.13	2.10¾
1	2.56	*2.55½	2.53¾
2	5.58¾	6.15	6.03¾

\*Not beaten.

There are some curious phases about this record. Here we see a record, surpassing by 5 1-5 seconds, the Springfield record, at which Englishmen raised the cry of unbelief last Fall. To what length have they, as a class, been educated! Again, it will be noticed how far behind the American standard the Englishman is at the start, and how far he surpasses it at the two miles. This proves that this American gets to work quicker, but that the Englishman, at least the one under discussion, has more stay.



## THE LYNN RACES.

## ROWE'S RECORD RIDE.

The third meet given by the Lynn Cycle Track Association was held last Monday; some 3,000 persons, including the Mayor and other city officials, were present. The meet was well managed, the club seeming to improve on every previous meet. The racing was good and fairly fast, and the sensational was provided by W. A. Rowe, who made an attack on the ten miles record, and beat it by 34 2-5 seconds, besides eclipsing all records from four miles up.

ONE MILE NOVICES.—This was the opening event, and five novices entered, viz.: Joseph Beauchamp, H. F. Farnham, E. A. Packard, F. M. Barrett and L. G. White, all of Lynn. Farnham and Barnett rode abreast at the head of the field on the first lap, and were cheered by the spectators. As they passed the stand Barnett took the lead and held it on the second lap. When the bell rang he still led, while Farnham did his utmost to catch him. On the homestretch he passed into the lead, and won in 3m. 04 1-5s.; Barnett, 3m. 05s. The rest were distanced.

TWO MILES SCRATCH; TIME LIMIT 5.50.—In this race it was necessary to beat 5.50 in order to secure any prize. The starters were W. F. Knapp, Cleveland; George E. Weber, Smithville; E. A. Burnham, Newton. Knapp and Weber divided the lead during the race; Burnham riding in the rear. The final spurt between Weber and Knapp was severe, Knapp winning by a half wheel in 5m. 42s.; Weber, 5m. 42 1-5s.; Burnham by several yards.

ONE MILE, 3.20 CLASS.—The starters in this event were W. L. Lewis, George E. Porter, F. S. Hitchcock, and C. G. Whitney. Lewis got away at the start, and cut out a rapid pace. On the first lap the field had caught up with him, and they sailed around pretty well together. Turning into the homestretch, Lewis and Porter rode away from the field, Lewis having a slight lead, which he held to the finish. Time 3m. 04 5s.; Porter, 3m. 02 2-5s.; Hitchcock, third; Whitney, by a half lap.

ONE MILE BOY'S RACE, UNDER 15.—W. H. Senter, Lynn, 3m. 14 2-5s.; M. Porter, Newtonville, 3m. 15 3-5s.; John Williams, Lynn, o.

THREE MILES HANDICAP.—The starters were: F. S. Hitchcock (420 yards); A. A. McCurdy (350 yards) W. A. Rhodes (250 yards); S. L. Truesdale (400 yards, and W. H. Senter (585 yards). Burnham, Knapp and Weber were entered in this race, but they did not compete. It was not till the third lap that the men began to come together. Rhodes rode into first place at the first mile, and was never afterwards headed. Time, 9m. 35s.; McCurdy, 9m. 35 1-5s.

FIVE MILES PROFESSIONAL, TIME LIMIT, 15.50.—There were but two starters, R. A. Neilson and W. M. Woodside. The leaders and timers at each mile were: 1. Neilson, 2m. 52s.; 2. Woodside, 5m. 52s.; 3. Neilson, 8m. 54 3-5s.; 4. Woodside, 12m. 02s.; 5. Woodside, 15m. 00 1-5s.; Neilson, 15m. 00 4-5s.

ONE MILE, 2.55 class.—Three men started in this race, viz.: W. A. Rhodes, George E. Porter and S. L. Truesdale. Rhodes won in 2m. 51 1-5s.; Truesdale, 2m. 58 4-5s.; Porter, by a few lengths.

The event of the day was Rowe's attempt to lower the world's ten mile record, 28m.

37 4-5s., made by himself, at Springfield, last Fall. When Rowe started a heavy breeze blew down the track, and it was thought he would fail. Asa Wendle started, and when the pistol was fired, he gave Rowe a remarkably strong shove, his body falling partly over the line. He rode the first mile alone, when he was joined by Knapp. The latter waited for Rowe to come up with him, the result being that Rowe flashed past him. Weber coached him well on the third mile, Burnham on the fourth and Rhodes on the fifth. In this order the men each went a mile with the record breaker. Rowe broke the records from four to ten miles, and finished in good form. The following table gives the times at each mile:

MILES.	ROWE.	ROWE.	PREVIOUS RECORD.
1.	2.44	2.44	—
2.	2.46	5.30	—
3.	2.48	8.18	—
4.	2.47	11.05	11.11 1/2
5.	2.52 3/5	13.57 3/5	14.07 1/2
6.	2.49 3/5	16.47	16.55 1/2
7.	2.51	19.38	19.47 1/2
8.	2.46 3/5	22.24 3/5	22.41 1/2
9.	2.53 3/5	25.18	25.41 1/2
10.	2.45 3/5	28.03 3/5	28.37 1/2

## MORE OF MR. DUCKER'S RESIGNATION.

Mr. Ducker has issued a letter to the Massachusetts Division, in which he discusses President Beckwith's declaration of a vacancy in the Massachusetts Chief Consulate. We present the more important part of the letter:

"I desire to call attention of our own members to the fact that as far as I am concerned I know of no vacancy. I have not resigned my position, have neither been suspended or expelled, or as yet called to account. The delay in State work for the past month is not the fault of your Chief Consul. The present officers decided on a line of work nearly three months ago, to be commenced as soon as the officials for 1886-7 had been elected and the League Meet over. The result of the election was that only fourteen representatives were declared elected. The State being entitled to twenty-two representatives. I decided to await the additional appointments in order to re-district the State apportionately, and on 22 April wrote suggesting the first appointment. 19 May made a call upon the Executive urging the appointment of the additional representatives, and was assured that at the Boston Meeting they would be appointed. Twice since the above meeting, 17 and 24 June, I have written for the list, but up to date no reply has been received to either.

As to the vacancy of Chief Consul, would say, that on 17 June, I wrote a letter to President Beckwith in which I stated my proposed line of action regarding A. C. U. matters, and asking his advice as a friend, as to whether he thought such line of action would be detrimental to the League, and if so, I would resign the office of Chief Consul, as I did not wish to appear in a double role or take any undue advantage which my position as Chief Consul might offer. To which no reply has been received."

Referring to the letter in which his resignation is asked for, he writes:

"On receipt of the above, I immediately consulted with some of the most prominent wheelmen in Massachusetts, and officers of the Division in person, and by letter, and with one exception was advised to hold on to my office and continue on in my work, which advice has been followed. With the above plain statement of facts, I leave my case in the hands of Massachusetts Division members, to judge for themselves as to whether there is a vacancy in the office of Chief Consul, and by such decision am willing to abide. Until then, I shall remain as ever, your obedient servant.

HENRY E. DUCKER,  
Chief Consul Massachusetts."

The Orange Wanderer's ten miles road race takes place to-morrow at Newark, at 4 P.M. Take D. L. & W. to Roseville station.

## AN ENGLISH ROAD RACE.

A remarkable fast fifty miles road ride (?) under the auspices of the North Road Club, was held on Friday, June 18th. The course was thirty miles straightaway, in the face of a steady north wind, and a return of twenty miles to the finish. There were forty-four competitors. The first division sent off were the single tricycles; these were followed by the tandems, five minutes later, while the bicyclists brought up the rear, after a further wait of five minutes.

At twenty-five miles, J. Lee and George Gatehouse, flashed past on a genuine Humber tandem; time, 1h. 45m. 10s.; which we believe is record for a tandem. The American record is 2h. 7m. C. E. Liles and A. J. Wilson, the acknowledged cracks of the North Road and South Road Club, passed the checkers in exactly the same time. They rode a Premier tandem, geared to 68 in. S. Golder and F. S. Buckingham on a Premier tandem geared to 68 in. passed third; time, 1h. 50m. 30s. E. Hale on a Premier safety, passed in 1h. 54m., which is the English, and just equals the American record. Benham, on an ordinary, passed in the same time. Duncan, on an ordinary, passed two minutes later. Three others passed inside two hours.

Instead of completing the thirty miles, Golder and Buckingham were turned back at twenty-five miles, and thus rode only forty miles, finishing first in 3h. 0m. 25s., which is record. Liles and Wilson were the first to complete the full distance. Time, 3h. 16m. 58s., which we believe establishes an English record. The American record is 4h 41m. The others finished in the following order: Lee and Gatehouse, 3.23.16; E. Hale, (Safety) 3.29.55; The record is 3.05.34. O.G. Duncan (Ordinary) 3.31.22; G. W. White, (Ord.) 3.36.6; E. Bernhard, (Ord.) 3.36.44; H. Bell, (Ord.) 3.39.8; E. Hill, (Ord.) 3.43.50; W. Gibbons, (Ord.) 3.47.14; C. King, (Safety) 3.52.20; B. Milthorpe, (Safety) 3.53.44; S. Begbie, (Ord.) 3.56.59. The first tricyclist home was C. W. Brown, who finished in 4.1.50.

"Worth five times its cost when you are caught five miles from no place and your tire loose," is what a prominent wheelman says of adhesive tire tape. It costs but twenty-five cents per package, and is for sale by H. A. Smith & Co., Newark, N. J.

A three miles handicap was decided at Washington Park, Brooklyn, last Saturday, in connection with the Nassau A. C. games. T. H. Burnett, Elizabeth, A. C., 275 yards, won in 10.30 2-5s.; E. C. Parker, Harlem Wheelmen, 225 yards, finished second. During the race C. L. Meyers, Hudson Co. Wheelmen took a severe header.

The "European party," under convoy of P. Harvard Reilly, left last Saturday by the City of Berlin. They will be absent about two months, making a tour through England, Ireland, Scotland and part of the continent.

A one mile bicycle race was decided at Wilmington, Delaware, on July 5th. H. B. Schwartz of Reading Pa., won in 3m. 23s. leading Charles McCurdy, of Chester, Pa. by a few yards.

At the American A. C. games, held on the Polo grounds, this city, last Saturday afternoon. A. B. Rich won the two miles bicycle handicap from scratch, in 6m. 45s. C. M. Phelps, Harlem Wheelmen, 100 yards, finished second by about five yards.



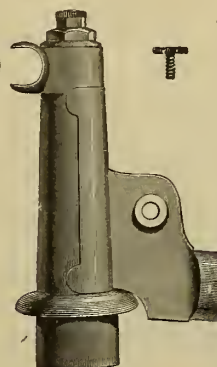
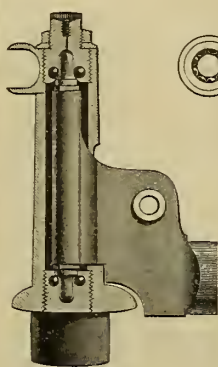
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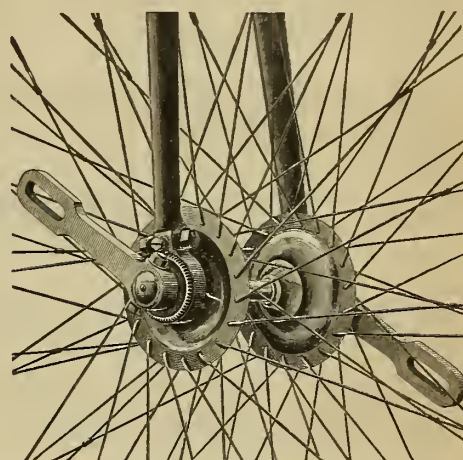
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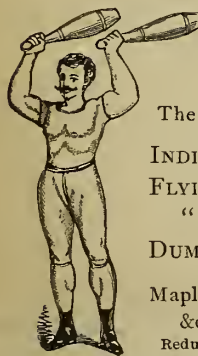


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good order	40 00	54-in. Expert, full nickel, balls all	
48-in. Standard Columbia, full nickel		around, 1885	85 00
almost new	60 00	54-in. American Challenge, new	
48-in. Harvard, painted, ball bearing	45 00	enameled	76 00
50-in. English, Nickeled, backbone		Rudge Tandem	150 00
and fork, balls all around	75 00	Genuine Humber Tandem, new,	
50-in. Standard Columbia, painted,		lamp and bell	235 00

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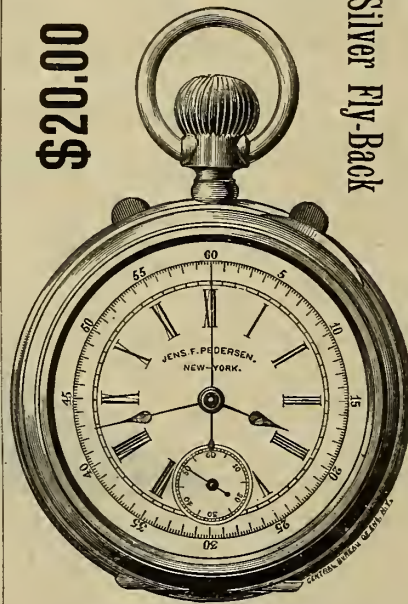
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## THE RUDGE.

Was there ever wheelmen  
With a heart so cold,  
But he loved the cycle  
Upon which he howled?

Was there ever cyclist,  
Callous to all worth,  
But he thought his own wheel  
Best on all the earth?

I have rarely met one,  
So devoid of zeal,  
But he sang the praises  
Of some maker's wheel.

Nor am I exception  
To the mighty throng,  
Neither when I praise one,  
Do I others wrong.

All makes have their lovers,  
Each as best they claim,  
But the wheel most perfect  
Is the one I name.

Of all, 't is most graceful;  
Yields in speed to none;  
Faster than its compeers,  
Records best has won.

Lighter than all others,  
As "light roadster" claimed;  
Stronger than the strongest  
Which "light" wheels are named.

Firm, and very rigid;  
True beyond compare;  
On the coast the fastest;  
Like a bird of air.

Smoothest in its motion,  
Fastest up the hill;  
Like a sentient being  
Yielding to the will.

More than any other,  
Life endowed it moves;  
Its surpassing virtues  
Always fresh it proves.

Ask you what the wheel is,  
Chiefest known to fame?  
Need I but pronounce it,  
Light Rudge is its name!

—Adv. L. H. P. in *The Cycle*.

## THAT BRONCHO TRIP TO BASCOM.

It was in the fall of '84 that one of those wild, weird, sweet, noble cowboys came into town with a lot of genuine bronchos. Several of the wheelmen envied them their mounts. Among those that looked on were Dwight Lloyd and Frank Hays, the latter editor of the leading newspaper of the city. Both were patrons of sport, and hale fellows well met. Now that this delightful cowboy appeared, a strange desire to possess themselves of bronchos entered the breasts of these two men.

The bronchos were purchased and led away by rope halters to their stables. They were innocent looking beasts; all bronchos are. They looked as though the last cyclone had been fooling with their toilet, and as if they were waiting expectantly for the next breeze to waft them over. You look at these poor innocent creatures, and your heart rises in rebellion against all the wicked things that Mark Twain and other bold bad men have ever said against them. You could take them in your arms and assuage their sorrow; but don't you do it! If you think this tired looking animal is the personification of innocence and docility, you've missed your guess.

It was beasts like these that Hays and Lloyd possessed themselves. In a week they were equipped for the road and could be seen daily clattering down the streets. By

this time each became cognizant that he possessed the superior broncho.

"I tell you" says Hays as he cashed a dollar check in payment for a column patent medicine advertisement, "I can get away with Lloyd in a mile dash without touching a whip. You ought to see me!"

A curious smile played on the lips of the President, and a devilish glitter shone in his eyes as he calmly remarked: "I say Hays, what's the matter with taking a moonlight trip to Bascom, tonight?"

"Just the thing," says Hays. "I'll see Lloyd. Start at seven, eh?"

The days work had been finished and the club was on hand.

The macadam was barely passed when Hays and Lloyd sprang into a gallop. It was evident "that blood would tell." A mile was passed, another, we were over the bridge and toiling up the hill on the other side. Bells jingled, and the night was made hideous with the lusty blasts of fish-horns. High above them all rang out the clear notes of the bugle. Then they stopped! So did Dwight's broncho. It was a hasty, awkward dismount. The broncho had concluded that seeing we had all night for it, there was no use to hurry and he didn't. The next two miles were made at funeral pace. Here the broncho waited for the mourners, or better yet the mourners waited for the broncho! He wouldn't even walk. "He's tired" said the bad boy. "Let's carry him," suggested the Chicago representative. We coaxed, Dwight petted, Dwight pounded, I am afraid Dwight swore, but all of no avail. It didn't move that broncho.

We rested a half hour, and suddenly without warning the pony started off at a brisk canter. Our spirits rose within us, but two miles more and they were dashed to earth. The broncho had come to a flag station, and it wasn't going to disobey the orders even, if we were. While Dwight pleaded, the bad boy and several of his disciples stole apples from a neighboring orchard. Sitting on the fence we pondered on how long it would take us to reach our destination, provided we remained where we were.

"You fellows make too much noise with your horns," says Dwight, "take the lead and wait for us at the outskirts." We waited to see their mode of procedure. Hays tied a hair lariat around the pommel of his saddle and the other end around the neck of the obstinate brute. Dwight whipped and spurred, Hays pulled. Meekly we wheeled to the village and waited for the horsemen.

Five—ten minutes passed, then the air was filled with yells and cries, much resembling a Comanche on the war-path. Suddenly our companions burst into view.

"Get on, she's going!" yelled Hays.

Once more the bugle rang out. Lights appeared in the windows, and citizens came out in undress to find the club at parade rest, while through the centre appeared a tired broncho dragging after him an obstinate relative. In a minute we are the center of a questioning multitude. Dwight was "meek as Moses" and had no answer to make to the many inquiries. He would have sold that broncho for a ticket home, and I am afraid he would have sold himself had there been a bidder.

The homeward trip was marred with the same laughable incidents that characterised the earlier part of the evening. Four miles out Dwight thought the pony sick. He

wondered if it could eat. Could it? Well! Hays gathered nice green fodder and laid it down to the insatiate beast. But that broncho wasn't raised in Ohio. He cared less for green diet than a South Sea Islander does for an overcoat. He ate rag weeds, oyster cans, hoop-skirts—anything but palatable green fodder! Dwight sat on the fence the personification of misery and despair.

"Boys," he said, in a mournful voice, "I regret that I have spoiled a pleasant evening for you. I had anticipated many happy nights with you, but in view of the occurrences of this night, I must say that in your future runs you must count Dwight out!"

We consoled him by saying that he with his broncho had been the life of the party, and that he was doing himself injustice. But 'twas of no use.

Two miles from town the broncho stopped again, and would neither be coaxed, urged or dragged. Straw was carried from a neighboring stack, piled beneath that broncho and ignited. Did he move? May I be a sinner if he didn't turn his head and eat the burning straw!

It was 2 o'clock in the morning when the club again struck the city macadam, and Dwight went home to find the family at the gate alarmed at his absence.

Next morning's paper said, "the Bicycle Club enjoyed a moonlight ride to Bascom last evening," and certain individuals met with smiles and winks the day long. If you want to find a warm exponent of the bicycle just remark in Dwight's presence that you know of a broncho, that it took seven hours to go eight miles and return including refreshments.

PRESIDENT MERG.

## THE BICYCLE IN AFGHANISTAN.

Thomas Stevens, the special correspondent of *Outing*, who has been taking a tour of the world on a bicycle, and who was checked while penetrating Afghanistan, writes to a personal friend—under date of 16th, from Constantinople.

CONSTANTINOPLE, June 16th, 1886.

You have heard perhaps that whilst I was a prisoner at Herat, I wrote to Col. Ridgway of the Boundary Commission, asking him, if possible, to assist me through India, and that for answer the Governor of Herat received instructions to escort me back into Persia. I have met English travellers and others since, who think Col. R—— might have assisted me through that intervening few hundred miles, knowing that I had ridden from San Francisco to get there. Col. R—— doubtless knows his reason for ignoring my request, better than anybody else does, and the difficulties of the situation are probably greater than most people imagine. I saw quite enough in Afghanistan to understand why nobody, and particularly no newspaper correspondents, are allowed in there at the present time, and could write an article on what I saw, that would no doubt create something of a sensation in London; but of course I should be sorry to allow anything to escape me that might perhaps tend to aggravate the situation of affairs on the frontier. I cannot help thinking however, that had it happened to be anybody less favorable to our interests in Afghanistan, that had penetrated thus far behind the scenes than myself, it might have been as well to have treated him with a little more courtesy, than to have him unceremoniously bounced out of the country. As long as it's me, of course it does not matter; but these thoughts occurred to me the other day in Tiflis, when a Russian officer of sufficient influence and importance to be related to the Empress, approached me and tried to pump me, concerning the roads and the nature of the country down below Herat.

THOMAS STEVENS.



THE GREGHILL M'F'G. CO., Meriden, Conn.





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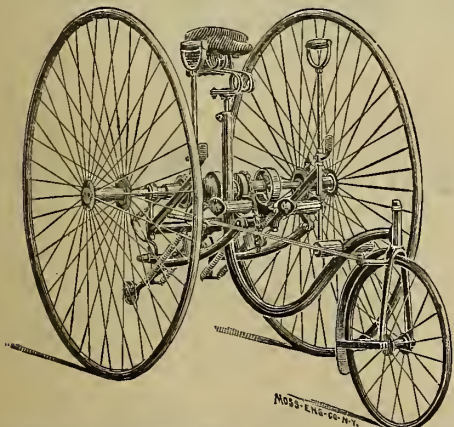
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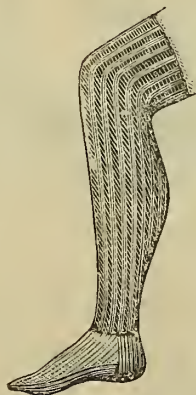
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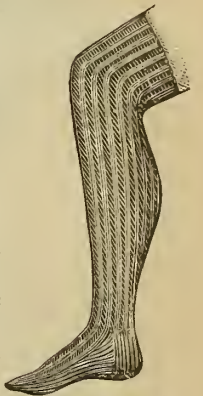
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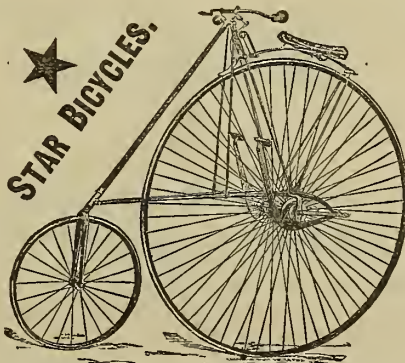


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