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WHEEL GOSSIP.

Brooklyn moonlight parade this eve.

Hendee versus the mile record, Decoration Day.

The New Orleans B. C., has increased from six to thirty-six members within a year.

The Elizabeth, N. J. wheelmen have laid crossings at many of the gutters in that city.

The L. A. W. admitted 64 new members last week, 23 of them being from the N. Y. Division.

The Memphis B. C. sank a mint in their recent tournament, but they believe in try, trying again.

The members of the Springfield B. C. held their fourth annual dinner at Hotel Gilmore, on May 8th.

English cyclists think they have another Cortis in George Gatehouse of Cambridge University.

G. McD. Nathan has resigned the editorship of the *Bicycle South*. W. W. Crane has succeeded him.

Mr. H. R. Goodwin of the North Manchester C. C. has ridden 25,000 miles in his five years of touring.

The *Cyclist* says the Citizens Race meet programme took the cake from everything seen on that side of the water.

It is conceded on all sides that the proposed L. A. W. Touring Board will be a strong plank in the League's platform.

The Harvard B. C. made every effort to hold a race meet this spring, but not being guaranteed enough entries, they had to abandon the scheme.

We are looking for the fancy rider, who will stand upright on a bare driving-wheel and propel it with his feet. We think he will soon be discovered.

Geo. Chinn of Marblehead, Mass., will send a copy of his *Wheelmen's* hand-book of Essex County to any wheelman on receipt of two cent stamp.

On Nov. 1st, Chris. Wheeler, the Quaker City poet and literateur, will publish "Rhymes on the Road and River," a volume of cycling and boating poems.

We hear that Messrs. Zacharias and Smith are teaching a man with a wooden leg to ride the bicycle. We think he will wish he had a wooden head before he masters the art.

The Intercollegiate Games take place to-morrow at the Manhattan Athletic Club grounds, 86th St. and 8th Ave. The bicycling event promises to be unusually interesting.

The latest rink wrinkle is a female polo club. Albany is discredited with having produced them. We are also threatened with a ladies (?) bicycling race, this time from the south.

Speaking of the terminations er and ist, *Outing* says that cyclist is admirable, cyclist abominable, and that cycleman is also excellent. We think the last poorer than any we have yet seen.

The June *Outing* contains much of interest to wheelmen. The wheel articles are "Ten Days in Holland and Westphalia," "With the Veloce Club to Ostia," Part III of "Across America on a Bicycle," and "Women as Cyclers."

The Ramblers hold their races at St. Louis to-morrow. Among those entered are fifteen members of the Chicago B. C.; also, S. G. Whittaker, the Bostonian, who carried all before him at the Memphis meet.

The New Jersey wheelmen will have a run on Decoration Day, to which they will invite members of the Citizens, Bedford, Elizabeth, Plainfield and Essex B. C's., and the Staten Island Wheelmen.

At the Harvard Junior and Freshman meeting, held on Holmes' Field, May 12th, Dean '88 walked over for the two-mile bicycle race in 6m. 39.4.5s., beating the old Harvard record of 6m. 48s.

At the Columbia College Spring games, held at the M. A. C. grounds on May 9th, E. A. Hoffman, Jr., won the two-mile bicycle race in 7m. 7.1.5s., beating S. E. Gage by three yards; D. H. Renton, third, by six feet.

Two-Thirty-Nine Prince says that he never rides faster than when hearing the inspiring strains of the "Stars and Stripes." We know a great many men whose speed would be materially accelerated if the "Stripes" were judiciously laid on.

The Racing Board tells us that J. H. Polhill, of Macon, has lost his amateur status, by competing with a professional. As we have been reading of the exploits of this flying Georgian for at least a month, this piece of information (?) does not surprise us.

To what base uses is the wheel put to! Mr. Adam Forepaugh, the proprietor of a colossal "sirkus," and a rival in the public favor of the highly moral Finneous Truthful Barnum, exhibits an elephant on wheels. The machine is a three-wheeler, exactly like the old velocipede, with the seat removed. The colossal beast rests his hind legs on the hind axle and pedals with his fore-legs.

The L. A. W. racing board has determined to locate the fifteen miles championship with the Illinois Division, to be run at their next meet on May 30th. We think the Racing Board should stop right here, or the greed of some clubs will compel them to establish four, six, seven and nine-mile championships. Let the Racing Board give the championships next year to the Divisions, that have furnished the largest number of League members.

A new track for Philadelphia.—The Gentlemen's Driving Park Association intends to build a three-lap bicycle track inside of its half-mile trotting track in Belmont Park. It will be built of clay and cinders, will be 12 feet wide, except on the home-stretch, which will be eighteen, and will have raised corners. Owing to previous engagements, it cannot be commenced till about July 15th. This will give a chance to the Philadelphia flyers to get in good form for the fall tournaments.

Mr. C. H. Lamson denies the statement that Messrs. W. B. Everett & Co., had enjoined him from selling the "Lamson Cyclometer." This cyclometer does not infringe on any previous patents, and Mr. Lamson has had no intimation from the Boston firm, that they consider it an infringement on their patent.

A. H. Padman of the South Australia Bicycle Club has made a record by cycling from Adelaide to Melbourne, a distance of 495 miles. The road is described as "awful" and "terrible," the cyclist being compelled to walk nearly half the distance. He is the first rider who has ever accomplished this feat.

The Colorado Wheel Club held an entertainment at the Mammoth Rink, on May 5th. The building was completely filled by an enthusiastic audience. The grand opening parade was followed by a one-mile race, which was won by H. G. Kennedy on a "Kangaroo" in 3m. 5s. This was followed by a club drill, after which M. N. Donaldson won a five-mile race in 15m. 43s., thus ending the evening's sport. [These times seem to indicate a short track.—ED.]

An involuntary smile irradiates the broad area of our countenance when we read in the *Cyclist* that Thomas Stevens is not a bumptious Yankee, but a quiet unassuming Englishman. As for the bumptious, we think the cyclist might publish a key when it speaks in riddles. Stevens, you know, was born in England, but having lived in San Francisco, he acquired the ease and humility and courage that most Englishmen think they possess. When the *Cyclist* strikes a bona-fide unassuming Englishman, it should immediately clap him in the British museum.

A man named Adams has made his name a by-word in cycling circles. In answer to a kind invitation from the St. Petersburg cyclers, he wrote that their best men had engagements for May, but that he would find plenty of Englishmen near Herat, the seat of the sometime imminent Anglo-Russian War. English cyclers are highly incensed at this discourteous treatment of the Russians kind invite, and the Cambridge University B. C. hastens to assure them that whatever may be the political differences between the two nations, English cyclers will ever have the highest regard for their wheel brothers in the frigid zone.

The Harlem Wheelmen have fitted up rooms at 104 W. 124 St.

Kennedy-Child, our recent English visitor, has arrived home.

W. R. Pitman will ride his trike in the Ixion fifty mile road race.

T. J. Kirkpatrick has procured an English patent for his "Hygienic Saddle."

The Charleston B. C. will celebrate its third anniversary by a dinner on May 30th.

The May number of *Wheel World* contains a portrait and complete biography of R. Howell.

Messrs. Webber and Powell the Smithville Star riders are out St. Louis- way attending the western tournaments.

What is a country without a cycling championship? And now we hear that the Scandinavian championships will be run on June 21st.

The Massachusetts B. C. obtains sufficient revenue from the billiard and pool tables and bowling alleys to pay the running expenses of the club house.

When at a sociable monopolize some other fellow's girl. She may vote you a bore and wish you at H—avana, and you may send him into paroxysms, but never mind if it amuses you.

There is at present being held in London, a stereoscopic and photographic exhibition, in which there is a special department for wheelmen. It contains 150 views taken by amateurs.

A new wheel paper called *The Irish Cyclist*, is about to be published in the "Emerald Isle." It will be the first wheel paper in Ireland, and will be the official promulgator of the I. C. A.

The latest "Safety" is Messrs. Starley and Sutton's "Rover." Among other improvements, the handle-bar can be twisted around, in the same plane as the wheels, when the machine is stored.

There is a crown of immortality awaiting the man who will give us some really good wheel poetry. A few more specimens of such stuff as "Jim Slot," as per last *Bi. World*, would render life not worth the living.

Pennsylvania papers contain interesting accounts of the progress of Hugh J. High, captain of the Pottstown B. C., who left there on May 4th, on a tour to Nebraska. He arrived in Pittsburg on May 8th, in the best of health and spirits.

And now one of our correspondents invites cyclers to "Kangaroo" it down Mount Washington. We think any cyclist who tries it will scarcely live to rue it, besides circus proprietors can manufacture curiosities so cheaply that it would scarcely be worth while to become famous by sliding down the Mount.

In order to promote touring, the Iowa Division L. A. W. will present a \$75 gold and diamond medal to the rider making the largest road record from May 2nd, and the last day of the fall meet. An entrance fee of \$2.00 will be charged. While great care will be taken to prevent any false record, the committee will have to rely in a great measure on the honor of the contestants.

A meeting of the men interested in the Chicago Bicycle Track was held May 11th, and the Chicago Bicycle Track Association was formed for the purpose of controlling the track. The association includes all the prominent wheelmen and cycle dealers in Chicago.

An enterprising Washington Street Boston clothier, is attracting customers by exhibiting a full nickeled expert in his show window, the machine to be given to the purchaser who guesses nearest to the number of seeds in a squash, which is also in the window.

Members of the Penn. Division L. A. W. are asked to send in their \$1.00 to help along the road-book. If the annual dues are placed at \$1.00, each member will receive a copy of the road-book free, and if set at 50 cents, each member may buy the book for 50 cents, which is less than cost.

The programme of the American division of the C. T. C. meet, to be held at Cleveland, May 18 and 19, is as follows: May 18, Informal gathering at Cleveland B. C. headquarters at 10 A. M.; business meeting of American division at 3 P. M. May 19—Annual Spring races of Cleveland B. C. in the afternoon, and promenade concert of same club in the evening.

Before leaving London for his long and somewhat perilous tour, Thomas Stevens practised shooting at glass balls at Agricultural Hall. He thinks it may be necessary to drop an aggressive Turk, or perhaps dispose of some thievish Afghan, while on his journey. He has received nothing but the kindest and most flattering notices in the English press.

Cola. E. Stone, the St. Louis flyer, has learned from several cycling editors that he has broken his arm. He feels obliged to them for this information, but he asks them to still further favor him and tell him when, how and wherefore of the fracas, as to his best personal knowledge and belief, he is yet arm-whole. He will bob-up-serenely tomorrow at the St. Louis meet.

Words fail to express the beauty of last Sunday. It was truly glorious weather. The sky was speckless, and of a pure cerulean hue. The air exhilarated one and the fresh green verdure charmed the eye and rested the mind. The roads were in good condition, and many cyclers were out on their wheels. Such Sundays as that are a boon to denizens of the city. May we have many more like like them.

There is something very charming in the contemplation of the *blase* middle class masher at a dance. His air of weariness, coupled with as much of a "wish-I-was-dead" expression as he can work up, must touch his partner's hearts surely, as he does the risible faculties of his male contemporaries; and it is wonderful how these "utterly used up, don't you know, old chappie" productions of our time go down with the fair sex. "So interesting don't you think? Ah! he has so sad a face, surely he must have a history"—and when your everyday materialist romps in with "Yes, the natural history of the jackass!" we have occasionally noticed a coldness—yes, certainly a chilliness—in the atmosphere.—*Wheel Life*.

Mr. Geo. R. Bidwell has been appointed Eastern Passenger agent for the League Meet and Big-Four Tour. Wheelmen of the Eastern States wishing transportation to Buffalo, for the meet or tour would do well to address Mr. Bidwell at No. 4 E. 60th St., N. Y. City.

Riverside Drive, the great cycling thoroughfare, is the scene of many cycling incidents every fine afternoon. Last week we saw an exciting race between a wheelman and a trotter. They were both coming down a steep decline, and the wheelman pedaled recklessly, defeating the horse to the foot of the hill by a half length. Coming up the next hill, however, the horseman left the cyclist far in the shade. A little further down two boys on trikes came bowling along, but espying a "copper" some distance down the road they steered aside into a by-street, and dismounting, they watched the "peace-preserver" depart, when they re-mounted and proceeded gaily down the road.

The other day I heard a good little story of a well-known elderly cyclist, who was airing himself in the country, when he was caught in a heavy storm. Not having a mackintosh he saw a hollow trunk of a tree close at hand, in which he at once took shelter "until the clouds rolled by." He then attempted to make a move for the next hostelry, but the heavy fall of rain had so swollen the wood that the aperture, which had let him in by a scrape, had become too small to allow him to get out. Our friend thereupon got nervous, sat down and began to think of all the mean things he had done in his life, and he remembered that he had long been in the habit of borrowing *Bicycling News* from his neighbor instead of subscribing like a man. At this thought he felt so "small" that he slipped out of the tree easily and journeyed onwards with a lighter heart. His postal order for annual subscription reached us next day.—*icycle News*.

We are usually very modest, but having determined to follow the custom of some blatant editors we know of, we will imitate our friend of the barn-yard, and stretching our swelling esophagus (dont be alarmed, this means our neck), toward the zenith, we will crow a long clarionic crow. (N. B. Clarionic, not found in Webster. We thus gratuitously enrich the English language.) Referring to our article on "Dogs," which appeared in last week's issue, we have received seventy-one letters, congratulating us on said funereal effort, many of the writers asking for "more." But we cannot satiate the hungry just at present; the exertion to be funny is too devastating and cannot be undergone oftener than once in a decade. However, when our subscription list reaches 10,000 (N. B. It now is 9,721) we may give our readers a second installment on "Dogs." We have under contemplation a dissertation on "Dogs we have met," another on "The component elements of the Aggressive Purp;" however, the world will have to be content with a piece of "doggerel" printed in another column. We forbear giving the name of the genius that penned it, for fear an admiring people might make him a Chief-Consul, a Poet-Laureate, or a Peer of the Realm. It was written on the back of a flour bag. We have given the name of the lyricist to the police, who will keep him under strict surveillance.

SOME ENGLISH RACING NOTES.

Wood and Howell are booked for a twenty-mile match race on May 25th.

On May 2nd, a twenty-three mile tricycle road race was contested between Messrs. P. Larrette and A. Nixon. The match attracted much attention, Larrette who is over forty years of age is a prominent London wheelman, while Nixon holds the Land's-End, John 'O Groat's record. Nixon was coached by Speechley and Larrette by Liles. At the start Nixon mounted on a "Ranelagh Club" took the lead. An accident to Larrette's machine soon after the start, lost him a half mile, but pluckily mounting a "Humber" he started in pursuit of Nixon and catching him less than half-a-mile from home he beat him by 200 yards. The time, 1h 42 minutes was very fast.

The Keen meet.—About 3000 people paid toll at the Alexandra Palace on May 2nd. The meet was the most important of the year, many of the amateur and professional cracks competing. The fund was increased by about £100. Heavy intermittent showers caused many of the spectators to decamp. Among the good performances in the trial heats of the mile handicap were: Mayes (10 yards) 2.53 4.5; Cripps (scratch) by six yards; Gatehouse (10) 2.52 4.5. The final was won by Furnival (25) in 2.51; Gatehouse (10) by a yard. The second man is a member of Cambridge University, and so rapidly has he improved that he is regarded as the coming man from one to ten miles. The final heat of the one mile tricycle was won by S. Lee (20) in 3m. 16 2-5s; P. Letchford (30) second. The mile "safety" race was won by M. Allard (80) in 2m. 55 4-5s.; P. Englehart (scratch) by thirty yards.

A twenty miles professional "safety" race, held at the Belgrave cycling grounds was won by R. Howell in 1h. 3m. 51 1-5s.; T. Battensby, second. The latter led till the last lap when Howell rushed by winning by fifteen yards.

At the Jarrow Cricket Club sports, R. H. English rode four yards behind, 2m. 43 2-5s. in the mile handicap. We should like to see him on the Springfield track this fall.

At the Birchfield Harriers sports, W. Illston (12 yards) won the half-mile handicap in 1m. 22 4-5s. The ten-mile scratch race was won by R. Chambers in the fast time of 32m. 42 1-5s., beating R. Cripps several yards.

In the twenty miles professional "safety" race alluded to above, the eight men entered rode "Rudges." The winner Howell, rode a 42 in. geared to 60, and the second man a 38 in. geared to 58. The last quarter occupied but 39 4-5s., and the second and fourth miles were ridden in 2.55 and 2.56. The 2.55 is a record for a flying-start. These times show that the safeties will occupy anything but a back seat, even when it comes to a question of speed.

At the Harvard College games held on Holmes Field last Saturday, F. L. Dean, '88 attempted to beat the two mile college record, 6m. 39 4-5s., made by himself at his class games on May 10th. He accomplished the distance in the really excellent time of 6m. 28s.

CLERICAL WHEELMEN'S CANADIAN TOUR.

A neatly bound twenty-page pamphlet, issued by Sylvanus Stall, D. D., Lancaster, Pa., contains the prospectus of this tour. It is projected by this reverend gentleman, and he invites all clergymen to join him. The tour will last from August 5th to the 26th, covering a distance of 621 miles. The pamphlet contains the time and place of the start, the route, and the objects of interest for each day.

The start will be made on August 5, at 7:30 A. M. from the International Hotel, Niagara Falls. The expenses will be \$30.

The party will wear the regular bicycling costume both on weekdays and on Sundays. Tricyclists are invited to join.

The book contains many hints for those intending to tour and sets off the beauty and benefits of the trip in detail.

The pamphlet may be obtained by enclosing stamp to Rev. Sylvanus Stall, Lancaster, Pa.

SOME FLASHES FROM THE RACE TRACK.

From present indications, the coming season bids fair to totally eclipse 1884 in the number of race-meets, and in the quality of the racers. So numerous are the announcements of tournaments that it is almost impossible to publish the details of each, the number of events, the value of the prizes, etc. Although it is yet early in the season, some good form has been shown, and though Frazier and Dolp have decamped, other flyers have come forward and odds are evens, that dozens of men will get inside of 2.40 before the season is over.

Among the events given by the ninth regiment last Saturday evening, at their armory in 26th Street, was a two mile bicycle race. The track was a board floor, fourteen laps to the mile. Although a half dozen men had entered, but two appeared: P. M. Harris, scratch and C. Unger, (60 yards) both of the Ixion B. C. Harris carefully negotiated the sharp corners, and catching Unger before the half-distance was covered the contest became not a contest, as Unger, not satisfied with being beaten, accepted a header on one of the turns. The time was 8m. 2-5s.

At the Yale Games, held the week previous, Lewis Hamilton rode about 2½ miles against a heavy wind in 7m. 12s. This would make the time for two miles about 5.48; almost incredible.

A number of New York wheelmen and athletes took a pleasant sail across the bay last Saturday afternoon, and made their way to the Staten Island Athletic grounds. They are surrounded by pleasant country, and the beautiful sunny weather made the outing an enjoyable one. The two mile bicycle race was as close a contest as one could wish to see. A. B. Rich started from scratch conceding starts from ten to 120 yards, H. J. Hall, Jr., of the K. C. W. occupying the former and E. C. Parker starting from the latter. At three-quarters of a mile, no one was in the but Rich and E. A. Hoffman, Jr., of the Citizens B. C., who had been conceded fifty yards handicap. At this point Rich passed into the lead, but Hoffman was not done with and putting on all he knew how, he caught Rich and again led. Rich now fell back and it



MAP OF CLERICAL WHEELMEN'S CANADIAN TOUR.

was not till within two laps from home that he buckled up and pushing past Hoffman he again led, amid cries of "Go it Quilla" from the excited crowd, upon whom "Quilla" seemed to have a first mortgage. But the Citizen was not yet done with, and entering the short home-stretch he spurred splendidly and caught the Judges eye by the merest shade. Time, 6m. 55s. Much dissatisfaction was expressed at this decision, but "'twas ever thus."

On next Saturday the two miles—we believe it is two miles—intercollegiate championship will be decided at the Manhattan A. C. grounds, 86th Street and 8th Avenue, N. Y. city. This is about the extent of our knowledge of the affair, the games committee having seemingly taken the utmost pains to envelop the details in stygian darkness. However with Hamilton, Dean, Hoffman and others, a good race may be expected, and it will be worth while to pay the tax of fifty cents to see the collegiate athletes perform and to see the pretty girls wave their cherry, blue or yellow ribbons as the case may be, and glow over the victory of some dear undergraduate bro—sweetheart. Another item of entertainment will be the yelling of the college men. It is almost as good as a visit to the stock-exchange to see the blue vault of Gotham's heaven rent in twain by cries of "Roc-Roc-Roc-C-O-I, etc."

RACES OF THE NEW ORLEANS BI. CLUB.

This popular club gave its first two days tournament at New Orleans, on May 7th and 8th. The comparatively long distance races were run on the West End Shell Road, finishing in view of the spectators. The races were well attended and contested, the audience enthusing at every opportunity. Following is a summary of the events:

FIRST DAY.

Quarter mile bicycle for boys. First: Albert F. Andrews; 2nd, H. A. Marshall; 51s.

Quarter mile dash: First, C. M. Fairchild; 2nd, E. P. Baird: Time 44s. This was an exciting contest, the participants, who are the best riders in New Orleans, continually repassing each other.

100 yards slow race: First heat Geo. A. Miller; Second heat: A. O. Keaghey; Third heat: Chas. H. Genslinger; Fourth, A. J. Davidson: Final, George Miller.

Mile bicycle (Time limit, 4m. 30s.) First, E. P. Baird: Second, Chas. H.

Genslinger: Time, 5.45. All the contestants, were out over the specified time, and the leaders, recognizing this, each endeavored to cross the line first.

Two mile handicap: First, E. P. Baird, scratch: Second, A. M. Hill, scratch: Third, W. W. Crane, 250 yards. This race was decided by a magnificent spurt of Baird's, well executed, at the right time. The days entertainment was concluded by an exhibition of fancy riding by John Stout, a deaf mute, on the Star bicycle. His movements were unique, and brought forth the commendation of the audience.

SECOND DAY.

Quarter-mile handicap:—First, F. M. Quigley: Second, John Stout: Time, 44 1-5 seconds.

One mile State Championship: First, E. P. Baird: Second, A. M. Hill. The other contestants were Messrs. G. McD. Nathan and C. M. Fairchild, the latter falling shortly after the start. The contestants were the acknowledged champions of the State, and before its decision, it was a mooted question as to who was the best man. The officials it seems must have been woefully ignorant of their duties, for in this, as in several other contests the time was not caught.

The ring tournament took place on the shell road on the revetment levee, and proved an exciting feature. In a run of 100 yards there were three rings suspended from posts at intervals, and this run was made six times by each contestant. The riders had wooden lances with which they tried to snatch the rings from their places. It required keen sight and steady arm, besides expert management of the wheel. Lieut. A. P. Keaghey, although unfortunate at first, closed with some brilliant riding several times taking all the rings in succession in full tilt. He won the medal with a score of 9 rings, Genslinger 8 rings, Miller 5 rings, Nathan 2 rings.

THE INDIANA DIVISION L. A. W. MEET.

The annual meet and race tournament of this division of the L. A. W. will be held at Indianapolis on Monday and Tuesday, June 8-9, under the auspices of the Indianapolis B. C. The club has made great preparations to make things agreeable, and a most enjoyable programme has been devised. The races commence on Monday afternoon at the Exposition grounds, when the following events will be decided. Three mile

scratch, gold medal; one-half mile, boys under 15 med.; one-half mile best two in three heats, gold watch; one-half mile tricycle, trike lamps; two mile, scratch, medal; one mile club, medal; one-half mile hands off, medal, and one mile, 3.30 class, medal. On the same evening the following entertainment will be held at the Meridian Rink, commencing at eight p. m. Amateur fancy riding, gold medal; club drill, bugle; professional fancy riding, \$15.00. The programme on June 9th, is as follows: Five mile scratch, watch; one mile heat, diamond pin; one mile, state championship, medal; one-quarter mile, heats, medal; one mile 3.15 class, one mile professional \$25.00; one-half mile, boys under 16, watch; one mile consolation, medal. The above events will be run under L. A. W. rules. The entrance fee is 50 cents for each event; closing June 5th., with Josh Zimmerman, 108 North Pennsylvania street, Indianapolis, Ind. All L. A. W. members will be admitted to the grounds and the rink free, on presentation of their L. A. W. ticket.

LOUISVILLE WHEEL CLUB'S RACE MEET.

The first annual spring race meet of the Louisville Wheel Club will be held at the Southern Exposition Grounds on May 29th and 30th. The track is a quarter mile, built of clay, with raised corners. The prizes will be gold medals to first and second to each event. The entrance fee, fifty cents, may be sent to Chas. Van Overbeke, secretary, Louisville, Ky. The following are the events: First Day—Five mile, scratch; one-half mile, novices; one mile, time 3m. 21s.; one-half-mile heats, best two in three; one-quarter mile, boys under 14, and one-quarter mile. Second Day—Three miles open; one-half-mile, for riders of 1885; one-half-mile, hands off; one mile open; one-quarter mile, best two in three heats; one-quarter mile, boys under 14 and one-half-mile, consolation.

KINGS COUNTY WHEELMEN.

This enterprising club intends to leave nothing undone to boom cycling in Brooklyn. On June 18th, the club will hold a moonlight parade, to which all cyclers are invited. Two days after, the 20th., they will hold a grand tournament at the Williamsburg A. C. grounds. The track is five laps, of cinders and with easy turns. The events are: one-half mile novice open; one-half mile novice club; three miles L. A. W. champion-

ship; two miles, championship of the Brooklyn B. C.; two and three mile handicaps and ten miles scratch, all open. The prizes will be handsome gold medals. The entrance fee is \$1.00 for each event, returnable to all starters, except those in the L. A. W. three miles. Entries close June 10th, with Charles Schwalbach, 233 Penn Street, Brooklyn, L. I.

PHILADELPHIA BICYCLE CLUB.

The Philadelphia Bicycle Club held its annual meeting on Tuesday evening, May 12th. There was a large attendance and great interest was manifested by the members. The election of officers to serve during the ensuing year resulted as follows: President, Geo. E. Bartol; Secretary and Treasurer, H. A. Blakiston; Captain, Ewing L. Miller; Lieutenant, Chas. B. Warder; Bugler, Harold R. Lewis. The above filled the same offices last year. The members elected on Club Committee were Wm. Morris, D. T. Middleton and G. M. Streeter. The President appointed as Room Committee G. N. Osborne, G. M. Streeter and E. W. Burt. The club decided to pay the L. A. W. dues at once, as per Chief Consul Aaron's proposition in Official Gazette. A committee composed of Ewing L. Miller and Chas. B. Warder was appointed to examine the new L. A. W. cloth and others, with a view to change of uniform. There were 22 club runs last year. The largest mileage was made by H. R. Lewis of 854½ miles. The total club mileage logged was 12,622 miles, but this was not all. The Captain, Ewing L. Miller, offered a solid silver cup to the club to be given to the member making the greatest mileage during the year 1885, of over 1000 miles. In December, 1368 miles were run—the largest amount logged any month of the year. H. A. Blakiston, Secretary, presented the club with a beautiful piece of his own handiwork—a towelrack—emblematic of cycling. Harold R. Lewis presented the club with a large and beautiful hand-painted plaque. H. B. Hart, E. L. Miller and C. B. Warder were appointed a committee to look into rates, etc., to Buffalo.—*Philadelphia Cycling Record*.

THE BIG FOUR.

About Ben Ayers, may his tribe increase,
Awoke one night from a dream of peace,
And saw within the moonlight in his room,
Making it rich and like a lily in bloom,
An angel writing in a book of gold;
Exceeding cheek had made Ben Ayers bold,
And to the presence in the room he said:
"What writest thou," the vision raised its head,
And closing up the book (a cycling album) said:
"The names of noted wheelmen, flyers all,
Record breakers, century makers great and small;
Of all who golden medals wear for fastest time
e'er made,
Of those whose monster race meets cast others
in the shade,
Of all who energetically do push the cause of
"Wheel,"
And teach the greatest number its boundless
joys to feel."
"And is mine one," said About. "Nay, not so"
Replied the angel, About spoke more low,
But cheerily still and said: "Pray thee be
sure
To write me as founder of "The Big 4 Tour."
The angel wrote and vanished. The next
night
It came again with a great wakening light,
And showed the names whom cycling joys had
blessed,
And lo! Ben Ayers' nameled all the rest.
M. I. D.

LEAGUE CRITICISM.

Mr. Frank H. Clark, C. C. for Wyoming, has a long letter in the last *Bi. World* on that hackneyed and much misunderstood institution, the League of American Wheelmen. Mr. Clark, who is apparently an enthusiastic cyclist, earnestly striving to advance wheeling interests, does the usual "growl" act, and then like every other kicker, he shuts up. The burden of his song is, that "The L. A. W. is not perfect. It is founded on broad and solid principles—the advancement of cycling, etc.—but the superstructure is rotten." There is a life of glory, a first-class funeral (stylish undertaker, \$1,000 casket, flowers unlimited, broken columns, stuffed doves, six bald-headed pall bearers, band and large procession of wheelmen walking and pushing wheels) and a \$20,000 tombstone awaiting the man who will point out the way by which the League executive can encompass all that the League is supposed to do. Apropos of what the League should do, the question of the exclusion of wheelmen from the roads of South Carolina is, in a certain way, an opportunity to declare itself. Many people hold that here is a chance for the League to step forward, employ legal talent and remove the embargo on wheels and establish itself as a body that practically as well as theoretically "protects the rights of wheelmen." But Editor Aaron puts a damper on this by stating in the last *O. G.* that the League doesn't pretend to carry on these lawsuits; that the condition of the treasury would never permit such an outlay. We still maintain that the national body should be a mere figurehead, and that the League can only hope to accomplish the desired "protection and advancement" through State division work. We think that if the League cannot afford to carry on individual suits it should donate a liberal amount to the divisions to help carry on lawsuits and thus divide part of the expense with all the divisions.

The trouble with the "kicker" is that while he pulls the whole fabric to pieces, he substitutes nothing. The League is yet young. In a few years it will number among its members men of influence, congressmen, senators, merchant princes; in fact men who can make and unmake laws. If the League is then desirous of accomplishing a certain object, it can then easily reach it through these influential members, one of whom is more powerful than a dozen organizations such as the League. We repeat that it will take time to get these members, meanwhile the "kicker" should not blacken the League in the eyes of comparative strangers and thus prevent men from joining. Remember that you are engaged in a sport that is entirely new to the people and that everything cannot be expected to be as it should be. But if you must kick, if you are seized with a fiendish desire to publish your little "growl" in a cycling or other paper, why sit down and give the League and everyone connected with it particular fits, and then take it to your dearest friends, read it to them, and then—burn it. If you are a ruralite it may relieve your overcharged feelings to go out in the barn and there elocutionize to the edification of the chickens and other domestic animals. But don't, oh, please don't inflict it on a long suffering and well nigh distracted wheel world.

HUB HAPPENINGS.

THE COVENTRY MACHINISTS' Co's AMERICAN BRANCH—A DESCRIPTION OF ITS STORE AND STOCK.

There are few cycle firms who have been more fortunate in the selection of a desirable location than has been the Coventry Machinists Co., who, under the management of Mr. H. W. Gaskell, has opened its American branch at 239 Columbus Avenue, Boston. The store is one of three, under the Hotel Waquoit, a magnificent marble front building. On either side of the front door is a large plate and stained glass window, affording unequaled facilities for displaying to advantage a stock of cycles. The location could not be more convenient, being on Columbus Avenue just above the bridge where the Asphalt paving begins, and where one can mount his machine and ride out of the city in any direction, over the best of roads. That this is no inconsiderable advantage, all will agree, for it is exceedingly disagreeable to have to wheel one's Machine over the slippery and cobble stone paved streets, as is necessary to reach some of the down town stores. Mr. Gaskell's store extends back from the avenue many feet, and on either side of the long room is a line of the company's various styles of bicycles and tricycles. In the rear of the store is a cosy little private office, where Mr. Gaskell transacts his business, and entertains his friends most hospitably. I was most cordially welcomed by Mr. Gaskell when I called on him a few days since in the interest of *THE WHEEL*, and after he had regaled me with what he was pleased to term "English hospitality," proceeded to show me around. The first machine which he directed my attention to was a graceful and speedy looking tricycle that rested in one of the large windows. It was the Ranelagh club, the company's leading tricycle for 1885. "This machine," said Mr. Gaskell, "seems to be the Boston craze, for I have already sold all I had in stock." In many points this machine resembles our central-gear "Imperial Club," but instead of the ordinary spade-handle rack and pinion, the steering is affected by means of a handle-bar connected with the front wheel by two steel rods.

Some of the advantages we claim are: The comfortable and natural position of the arms (the rider is in the best position for exerting the full power of both arms and legs), and the small amount of weight on the front wheel; the absence of vibration; and its great speed. This machine is unquestionably one of the fastest that has been built.

In the opposite window was one of the club tandems, that best of all tandems. "I don't need to tell you much about this machine," said Mr. Gaskell, "you can see what it is for yourself, and besides it has already been described in the American cycling press. I have sold several to local wheelmen, and they all appear delighted with them. Put a couple of good riders on the machine and it would require a good bicyclist to pass it on the road. It is very carefully constructed, and while making it light we have taken particular care that it be strong and serviceable." There were several other patterns of machines shown, including the Imperial Club, on which Nixon made such a splendid road record. The Sandringham, of the Humber pattern, and a two-track tricycle, all rep-

resentative machines of their respective types. There was an equally good assortment of bicycles, but as all first-class machines are so near alike it is unnecessary for me to give an extended description of them. The American Club will be the leading bicycle. The machine is newly constructed this season and is built with especial reference to the requirements of American roads. Much care and thought have been bestowed upon it, so that riders may rely upon the machine being perfectly suited to their wants. I must not forget, however, to mention the Universal Club. This is a neat and well built all-steel bicycle that is sold for the very moderate sum of \$105. Such a good machine at so low a price is sure to take well in this city. It is unnecessary for me to comment on the racing machines, their worth being so well shown by Mr. Gaskell's many victories at the last September tournaments.

There was, of course, a Club Safety, and a pretty little machine it is too. As there is at present such a rage for safeties here, the machine is likely to be in good demand. A noticeable feature about all the machines is the care and attention that is paid to the fitting of all the parts. The agency starts under the most auspicious circumstances, and with a person at its head of such energy and business ability as has been displayed by Mr. Gaskell it cannot help proving a profitable venture for the Coventry Machinist Co. C.S. H.

May 18, 1885.

A PIECE OF DOGGEREL.

Warm and springlike the day had been,
And now 'twas nearly gone;
In one more hour the sun would set,
To rise again at dawn.
But in that hour a tragedy
To be enacted was,
And bold Bill Friar on his bike
Was going to make a buzz.

Yes in that serene twilight hour,
Which wheelmen love so well;
He starts alone along the path
A ringing of his bell.
The path it runs to Squinton's Bridge,
Just three short miles from town;
And on it lives a barking dog,
That runs *us* cyclers down.

The house stands nearly to the bridge,
He passes silent by;
Then turns and ringing loud his bell
He gives a daunting cry.
The canine hears, and from his den,
Growling with eyes of fire
He rushes forth to scale the fence,
And grab the steed of wire.

He seeks his old accustomed gap,
Where a paling was knocked loose;
He jumps and runs his ugly head
Into a strong cord noose.
Bill gives a pull, the hound is fast,
The pedals quick he works;
And now along that path with glee
The yelling cur he jerks.

Back, back to town brave Willie goes
As he's never gone before.
His young friend Gib is much surprised
To see him pass the door.
He calls: "Stop, Billy; please explain;"
But William, he is bound
To get to town and show the boys
How he can snatch a hound.

The town is reached, the wheel and dog
Go flying down the street.
The cycling boys with laughs and cheers
Their brave kid, Billy, greet.
He slows when near his journey's end,
For somewhat tired he feels.
The frantic dog with sudden leap
Has jumped into the wheels.

A heavy fall our friend has got;
The cord he has let go;
The dog is streaking it for home
At a pace that is not slow;
And when again he hears the sound
Of cyclist's bell so sweet.
He under the barn or woodshed crawls,
And won't come out to eat.

CAP.

FROM THE CLUBS.

FIXTURES.

May 29, 30.—Louisville, (Ky.) Wheel Club Annual Race Meet.
May 30.—Ixion Bicycle Club, Fifty Mile Road Race.
May 30.—Illinois State Division L. A. W. Meet and Tournament at Chicago.
May 30.—Providence, R. I. B. C., Annual Race Meet.
May 30.—Springfield, Mass. B. C. Race Meet.
May 30.—Annual Meet of the L. E. C. W. at Beverly.
May 30. Fifty mile road race of Cambridge B. C. Cambridge to Salem and return.
May 30.—Tally-Ho run of Boston B. C. to Wellesley.
May 30.—Road Race of Buffalo B. C.
May 30—31, June 1—Somerville C. C. tour to Portsmouth and return.
May 30.—Manchester N. H. B. C., race meet.
May 30.—Portland Wheel Club, run to Boston.
June 5, 6—Yale B. C. two days race meet, at New Haven.
June 6.—National Association championship games at New York City.
June 17.—Race Meet at Troy, N. Y.
June 20.—Kings County Wheelmen Annual Race Meet Brooklyn N. Y.
June 30, July 1st.—Two Days Race Meet of the Fort Schuyler Wheelmen, at Utica.
July 1.—Third Annual Meet and Races of Canadian Wheelmen's Association, at Woodstock, Ont.
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 20, 21.—Ohio State Division L. A. W. Meet and Tournament at Springfield.
July 23.—Race meet of Pine Tree Wheel Club at Bangor, Me.
August 5, 6.—Clerical Wheelmen's Canadian Tour.
Aug. 13.—Berkshire County Wheelmen Pittsfield, Mass. Third Annual Race Meet.
Aug 27, 28.—Annual Race Meet Cleveland Bl. Club, at Athletic Park.
Sept 8, 9, 10.—Annual Tournament of Springfield, Mass. Bl. Club.

CLOSING OF ENTRIES.

May 27.—Entries close for the Spring Race Meet of Springfield B. C. Events: three miles, handicap, one mile, handicap, Safeties, 40-in and under; two mile, novices; one mile, 3:10 class; five miles, open; half-mile one-legged (one pedal removed). Entrance fee, 50 cents, returnable to starters. Address Sanford Lawton, Secretary, Springfield, Mass. Races May 30th, at Hampden Park.
May 30.—Entries close for Yale B. C. races, including Twenty-five miles, L. A. W. Championship, and Twenty miles, Pope Cup. Address, Wm. Maxwell, 309 Durfee, New Haven, Conn.
June 3, 9.—Indiana Division L. A. W. meet and tournament at Indianapolis, Ind.
June 10.—Baltimore B. C. race meet at Druid Hill Park

NEW BRITAIN WHEEL CLUB.—At the annual meeting of this club held May 6th, the following officers were elected: President, C. C. Rossberg; captain, S. Beebe; first lieutenant, E. Slater; second lieutenant, H. B. Arnold; bugler, C. H. Norton, standard-bearer, E. H. Mix; secretary-treasurer, W. B. Rossberg. After the meeting the members adjourned to the Hotel Bassett, where dinner, toasts and singing helped to satiate the inner and the mental man.

EAST HARTFORD W. C.—At the annual business meeting of this club the following officers were elected: President, L. S. Forbes; C. B. Ripley; treasurer, S. A. Pratt; captain, H. E. Bidwell; first lieutenant, A. A. Forbes. The club has twenty-nine members.

MILWAUKEE B. C.—About twenty-five wheelmen of this city organized a club on May 8. The following officers were elected: President, W. L. Simonds; vice president, J. J. Shea; secretary, H. P. Andrae; treasurer, F. J. Schroeder.

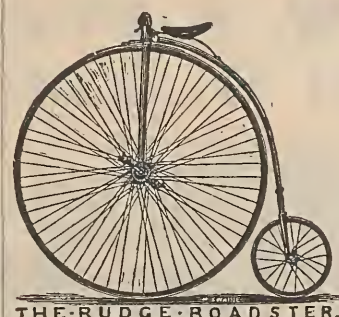
CONNECTICUT B. C.—The annual meeting of this club was held at Hartford, Wednesday, April 13th. The following gentlemen were elected to office for the ensuing year: President, Stephen Terry; secretary, W. F. Colton; treasurer, Charles A. Rogers; captain, Charles E. Chase; first lieutenant, Robert F. Way; second lieutenant, E. C. Quiggle; executive committee, E. F. Belden, A. Allen, S. O. Prentice, J. G. Calhoun, and the president, treasurer and captain. After the meeting sixty-five members and several invited guests, including Colonel Pope and Elliot Mason, sat down to dinner.

WELLSBORO, PA., WHEELMEN.—This club held their annual election of officers on May 11th. President, George M. Spalding; vice president, Robert R. Dartt; secretary-treasurer, Aaron R. Niles; captain, F. A. Deans; first lieutenant, George W. Houk, and color-bearer, Lyman S. Roberts. The club has some excellent road riders, and at least two of them will attend the Big Four Tour.

ROCKINGHAM BICYCLE CLUB of Portsmouth, N.H.—At the sixth annual meeting on May 12 the following officers were elected: President, C. A. Hazlett; secretary-treasurer, H. M. Tucker, captain, G. E. Philbrick; first lieutenant, S. G. Kingsbury; second lieutenant, C. A. Holbrook; bugler, W. W. McIntire; club committee, C. A. Hazlett, H. M. Tucker, G. E. Philbrick, J. H. Knox and A. H. Sides.

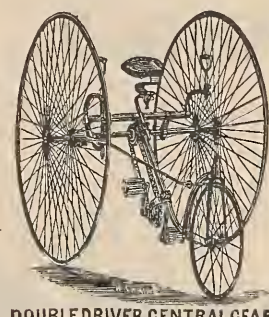
MOUNT VERNON B. C.—At the spring election of this club the following officers were elected for the ensuing year: President, E. M. Devoe; secretary, James N. Nelson, Jr.; treasurer, Frank W. White; captain, F. L. Davis; lieutenant, E. M. Devoe; bugler, F. W. Steinbrenner.

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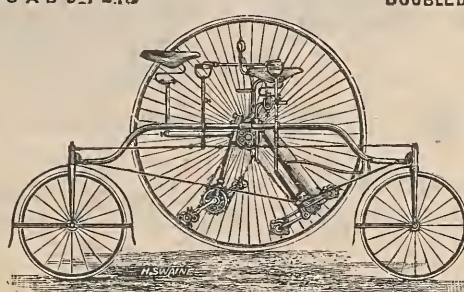
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OUTING

FOR JUNE is a notable issue in its attractions to wheelmen. There are three handsomely illustrated papers of direct bicycling interest, a strong article on "Women as Cyclers," a variety of short and vivacious articles in the OUTING CLUB on various phases of wheel experience, several strong editorial articles in the same direction, and a full monthly record. The frontispiece is a striking drawing, by Edmund H. Garrett, of two wheelmen among the Dutch, illustrating the interesting paper by Dr. George F. Fiske, entitled "Ten Days in Holland and Westphalia." The leading article is by Joseph Pennell, the artist wheelman, and bears the title "With the Veloce Club to Ostia." It is strikingly illustrated by the author. The third paper in the remarkable series, by Thomas Stevens, descriptive of his transcontinental tour, shows increased interest, and has four notable illustrations drawn by W. A. Rogers. The fact that Mr. Stevens has already started from London on the wheel, in pursuance of his journey around the world as the representative of OUTING, gives additional interest to the record of his adventures thus far.

Besides the strictly bicycle matter which the OUTING for June contains—and the magazine would be cheap at a quarter if it contained nothing else—there are fresh instalments of Julian Hawthorne's novel, "Love; or a Name," E. G. Gardner's illustrated summer resort narrative, "A Modern Tramp," and the striking story of Gotfried Keller, "The Flag of the Seven Upright Ones," the last named being concluded in this issue. "Doc Clayborne's Last Shot" is a thrilling war sketch by Thomas Kirwan, and has an impressive full page illustration drawn by W. P. Smedley. "The Three Games of Whist" is another strong paper on this scientific game, by a leading authority. Mr. Henry A. Clapp's paper on "Edwin Booth in Some Non-Shakespearean Parts" is one of the most careful and interesting dramatic papers that has recently appeared in periodical literature. There are strong features of interest for yachtsmen, canoeists, tennis players, and those concerned in other recreations; and the whole number is so filled with the spirit of recreation and the enthusiasm which moves the wheelman and his out-door friends, that the twenty-five cents which it costs is a matter of no consequence at all compared with the pleasure which its perusal will afford.

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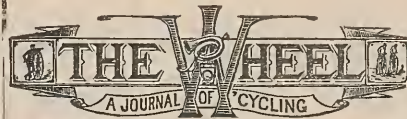
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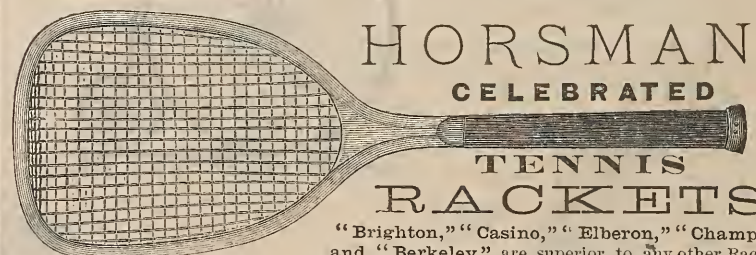
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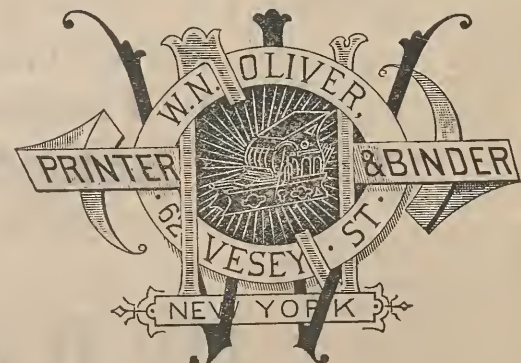
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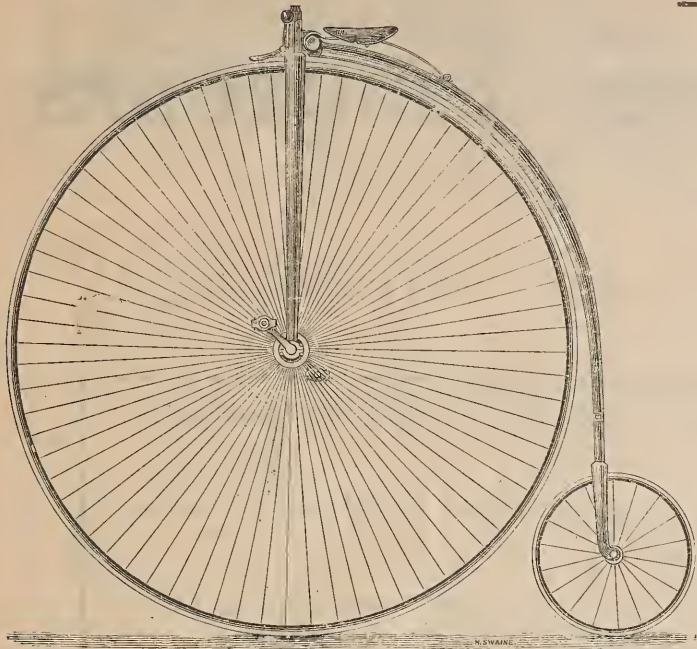
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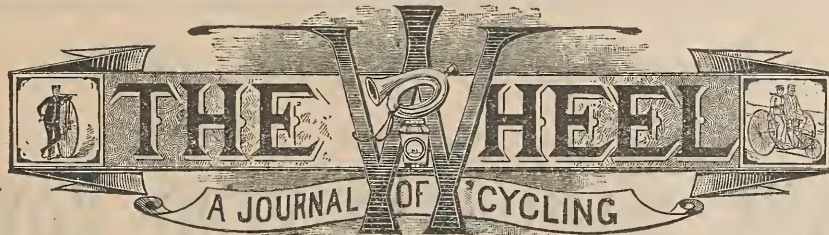
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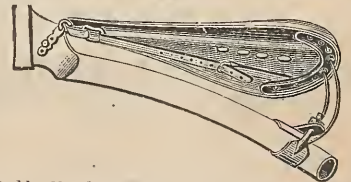
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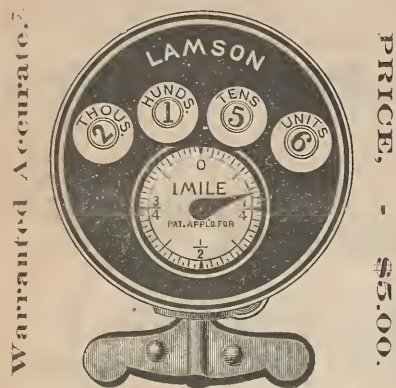
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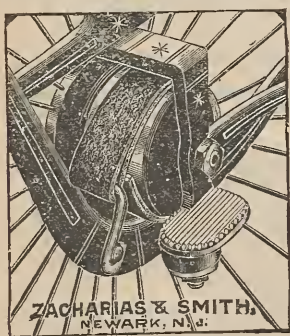
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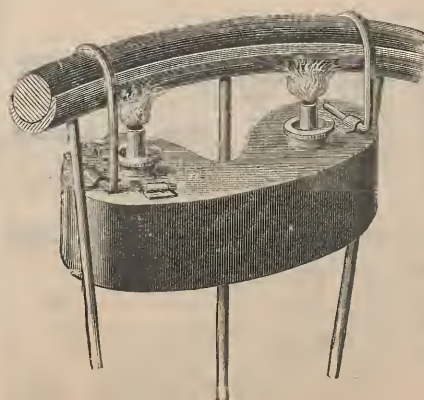
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