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T. G. S.—Karl Kron's book has not yet been published. He is still alive and may be reached at University Buildings, Washington Square, New York.

We have a large cut giving a view of a race track, suitable for printing posters of race meets. We shall be happy to lend this cut to any club desiring it.

The Brighton B. C. of Cincinnati invites us to its Annual Fall Run on Sept. 20 at 8 A. M. Dinner will be served at the St. Charles Hotel at 1 P. M. Of course we shall attend—in the spirit.

According to the *Tricyclist*, the finest racing path in England is the new track at Long Eaton. This is 18 feet wide, 2½ laps to the mile, and with the corners raised 2 feet 6 inches.

A Chinese Lantern Parade through the Oranges, will be given by the Orange Wanderers on Sept. 17. All the neighboring clubs, with an aggregate membership of fully five hundred, have been invited.

The race meet of the New York State Division, which will be held to-morrow, Saturday, on the Williamsburg A. C. grounds, promises to be a grand success; aside from the parade, meeting and banquet, the races should attract a large crowd. Among the entries are Cripps, Illston, Weber, Finley, Crist, Haven, Segur, Rich, Hall, Renton, Kluge, Herring, Harris, E. A. and W. M. V. Hoffman.

Mr. H. M. Walker of the Leinster C. C. beat the 24 hour record for Ireland on August 16th. The start and finish were in Dublin, and the distance ridden was 200 miles. The actual time was 20 hours 55 minutes.

At the Speedwell Charity Sports held at Aston Lower grounds, Aug. 22, B. Ratcliffe won the one-half mile in 1.20 and the mile 2.44 3-4. W. Terry also showed excellent form winning the three miles handicap from the fifty yard mark in 8.40 1-5.

The Olympic Athletic Club will hold an athletic and cycling race meeting on Saturday afternoon, October 3d. The cycle events are a one mile novices and a two miles handicap, for which elegant medals will be given. Entries close September 26 with the secretary, P. O. Box 444, N. Y. City.

On Wednesday evening, Sept. 2nd, a number of bicycle riders met at the Sheridan House, Elizabeth, N. J., and organized a club to be known as the Union County Wheelmen, electing officers as follows: President, W. Barrows; Vice-President, W. H. Hildebrandt; Fin. Secretary, G. S. Ames; Captain, Wm. Storer; Lieutenant, C. Morton.

The following advertisement clipped from an English paper, illustrates the extent to which the "freemasonry of the wheel" is carried, on "the other side": "TO LADY CYCLISTS.—A Lady wishes to meet with another who would ride with her. References exchanged, Address, at once, C. M., 17, Woburn Place, Russell Square, W. C.—[Adv't.]"

Dr. Beckwith has secured through Messrs. Browning, King & Company, a new League uniform that is exactly the same shade as the first, of lighter weight, but not so "tough" as the heavier material. A good combination would be a coat of the new and lighter material, and a trousers of the heavier. Clubs not having yet ordered League uniforms should look into the matter.

The first race meet of the Pentucket Wheel Club will be held at Kenoza Park, Haverhill, Mass., on Saturday, Sept. 26th. The following events will be contested: Two miles novice, Columbia pedals, Butcher cyclometer; 3 mile lap, silver cup, \$25, Victor saddle; gold and bronze medal; 1 mile open, Rudge ball pedals, Norfolk jacket; 1 mile tricycle, pair head lamps, Butcher cyclometer. Entrance fee 50 cents, returnable to starters; close on morning of race with Arthur E. Leach, Secretary.

The Monmouth's Waecmen of Red Bank, N. J., held a fifty mile bicycle road race last Saturday. The course was from opposite the skating rink in Monmouth street to Seabright draw bridge, a distance of 6¼ miles, which had to be traversed eight times. Coleman led for the first thirty miles, when a too liberal supply of pure cold water induced an attack of the cramps, compelling him to retire. John Mount then took the lead and held it till the last turn for home, when Bergen took it from him, and led to the finish. The time, 3h. 51m. 45s., was excellent.

An English club varied the monotony of the usual bi. and tri. events by running off a "Menagerie Race." "The race resulted in Mr. J. B. Platt's missing link (monkey) taking first prize; Mr. J. Stradling's black baa-lamb being second and Mr. A. Stradling's guinea pig third." We think this about takes it for novelty. We should very much like to know what the prizes were. From a close observation of the little imps confined in the cages at Central Park, we should judge that nothing could urge a "monk" to put forth his best exertions more than a fat little finger. For the baa lamb a square yard of turf must have proven acceptable and as for the guinea pig, especially if he were an educated guinea pig, the presentation of a current number of a certain cycling journal we can call to mind must have sent him into raptures.

On August 22d, the Weedsport Bicycle Club ran off the events that were postponed on account of bad weather from its meeting of August 12th. Our correspondent who reported the original meeting failed to supply us on time with an account of these races, and we give them as a matter of record.

One Mile Open—D. E. Hunter, Boston, 3.12½; J. R. Rheubottom, Weedsport, 3.13. Slow race, 100 yards, E. Leonard, Auburn, N. Y., 3.42½; W. Buckland, New York, 2.16. Two miles open—D. E. Hunter, 6.37; C. J. Lund, Rochester, 6.39½; J. R. Rheubottom, 6.41. One mile without hands—J. R. Rheubottom, 3.50; C. J. Connolly, Rochester, 3.59. Five miles record race—D. E. Hunter, 31 points; C. J. Lund, 28 points; J. R. Rheubottom, 25 points; Rheubottom rode the first mile in 3.12. One-half mile Unicycle—W. F. Kaufman the professional fancy rider rode an exhibition in two minutes which is now the professional record. One mile Consolation—C. J. Connolly, 3.35; Geo. E. Maier, Rochester, 3.36½.

APPRECIATION.—Our last week's batch of English exchanges are peculiarly gratifying because some of the ablest editors over the water have used several articles that recently appeared in the WHEEL, to wit: *Wheel Life* publishes our "Rondeau," and that portion of the *New York Sun's* editorial on cycling which we printed. The *Tricyclist* has our "Maker's Amateurism" and "A Sample of English Prejudice and Jealousy," and the *Tricycling Journal* uses "The Biography of a One-legged Cycler." It is no feeling of vanity that prompts us to thus publicly notice this, but in our opinion wholesale copying is the best criterion of the value of the matter with which we are furnishing our readers.

"If a 'rattle' should develop itself, say in the steering rod or the head of the steering wheel of a tricycle, a piece of thread or worsted wound round and round between the two loose parts (and in the steering rod there must be a certain amount of looseness to allow of freedom in the steering) will be found to be an effectual means of stopping the tiresome rattle. This thread, should, of course, be cut off short, so as not to remain visible, and it is very easy to renew it when worn away. A brown paper or leather washer is also a good thing at such points, though no more durable than thread if the latter be judiciously applied.

Often, in the case of a novice riding a hill, by the want of strength, or experience, the machine refuses to advance, and runs backward. This is an unpleasant predicament, and can be met with in two ways, either by applying the brake and then getting off, or by turning the steering handle and letting the machine run back until it is at right angles to the road. In using the brake it is necessary to bend well forward, or else the machine will drop back on its tilt-rods, and may capsize backward. In the other method also the rider should counteract the disposition of the machine to "rear" in the same way, inclining the body over the inside wheel of the turn; that is, supposing the steering wheel is turned toward the left, the machine will run back to the left side, and the body should therefore be inclined over the left-hand wheel. This movement is most useful, and should be practised by every rider on the flat and on rising ground, so that they may feel quite as much at home when going backward as forward. I have escaped danger many times by this back turn." —*Tricycling Journal*.

THE GREAT SPRINGFIELD MEET

WONDERFUL RIDING BY THE ENGLISH VISITORS—MANY RECORDS GONE—THE TANDEM TRICYCLE FASTER THAN THE BICYCLE—HENDEE GETS A BAD FALL—THE AMERICAN RIDERS DEMORALIZED.

Once more has Springfield put on holiday attire in honor of the wheelmen, and once more have the knights of the wheel of both countries assembled to battle for superiority on the track. The same crowd is there to cheer and shout themselves hoarse, and wheelmen in knickerbockers are disporting themselves about town, but there is a lack of that intense enthusiasm that one who has attended the previous tournaments misses and calls to mind the palmy days of 1883 when upward of one thousand wheelmen were assembled to encourage the efforts of a great club. Then everything was done on an amateur scale, now everything is apparently run for business. The dollars and cents are looked after carefully, and the management is perhaps even better on that account. In the old days the wheelman's patronage was eagerly sought after; there was always a big parade with its accompanying bands of music. Now the visiting bicyclers are received as other mortals, and it is perhaps well that it is so. One sees in the different hotel corridors the same familiar faces of the racing men and the many strange faces of the English visitors who are nevertheless welcomed. As they have all been described before in these columns, we will not dwell upon them here. Hampden Park is, next to the participants, the centre of attraction. The half mile track that was built last year for the races is in better condition than ever before. The weather was all that could be desired—calm and cloudy, with hardly a breath of air stirring the numerous flags of all nations that are suspended from the grand and judge's stands. Like all first days, the audience was not large—probably eight thousand would cover everybody. It is, as usual, made up of the best of Springfield's population, with a mixture from the surrounding towns. The great sensation of the day has been the record smashing, that commenced with the trial heats of several races in the morning, and did not end until the last race had been run.

The nine o'clock train that brought up your correspondent had on board several who are more or less prominent in league history, the most noticeable figure being the tall form of the President. Mr. Hill and wife, from New Orleans also made an interested pair of spectators. After a hasty dinner, we adjourned to the track, just in time to witness the one mile handicap for the professionals, which was called promptly at 2.30. Before entering into the full particulars of the regular programme it would perhaps be well to give the details of the trial heats which were run off in the morning; the entries for the one mile tricycle, the 3.10 class, and the three miles' scratch bicycle being so numerous that weeding-out heats were necessary.

One Mile Tricycle. First Heat.—Robert Cripps, Nottingham, first; Reuben Chambers, Birmingham; Wilbur N. Winans, Springfield; W. A. Rhodes, Dorchester. Cripps had it pretty much his own way, but the rest

finished close. Rhodes led at the quarter in 45 1-5, and Cripps at the three-quarters in 2 21 and the mile in 3 02 1-5. The previous records were 45 1/4, 2 23 1/4, and 3.09.

Second Heat.—F. F. Ives, Meriden, 3 03 1-5; E. P. Burnham, Newton, second; Clarence Howland, Sandy Hill, N. Y., 0; A. G. Powell, Phila., 0. A very close contest, Ives winning by a clever spurt on the homestretch.

One Mile Bicycle; 3.10 Class, First Heat.—D. H. Renton, New York, 2 45 4-5; H. C. Hersey, Elmira, N. Y., 2 46; C. E. Kluge, Jersey City, 2 47; A. O. McGarrett, Springfield, Mass.; Lindell Gordon, St. Louis; A. P. Engleheart, Croyden, England. The men came in bunched, in the order named. Engleheart started in this race with the intention of making a safety record, and he hummed around on his "Kangaroo" to the tune of 2 48 1-5, beating R. Chambers' 2 57 1/2, made last week at Hartford.

Second Heat.—Charles P. Adams, Springfield, 2 51 4-5; W. F. Knapp, Cleveland, 2 52; E. B. Smith, Springfield, 2 52 1-5.

Three Miles Amateur Bicycle. First Heat.—M. J. V. Webber, Isle of Wight, 8 34 4-5; Robert Cripps, second; W. F. Knapp; W. A. Illston, Birmingham, England; F. W. Allard, Coventry, England, 0. Illston made a great spurt up the homestretch, but had to give up ten yards from the wire. Allard rode a club safety but did not do well. This time beat the previous record by 15 3-5 seconds.

Second Heat.—R. H. English, Newcastle, England, 9 11; William A. Rowe, Lynn, Massachusetts, second; George M. Hendee, Springfield; George E. Weber, Smithville N. J.; Herbert W. Gaskell, Boston; L. A. Miller, Meriden, Conn. This was a waiting race, but at the bell lap all hands let out several links, and reached the tape in the order given. Coming into the stretch Hendee led with Rowe close to him at the right, English close up. Rowe veered across Hendee's path compelling him to slow up near the tape.

These trial seemed to raise public feeling to the top notch, and the breaking of so many records was but a forerunner of what was to happen in the regular competitions, the first one of which was the:

One Mile Professional Handicap.—Fred Wood, Leicester, Eng. (scratch), 2 35 3-5; R. Howell, Leicester, Eng. (scratch), second; R. A. Neilson, Boston, Mass. (45 yards), third; R. James, Birmingham, Eng. (40 yards), 0; John S. Prince, Chicago (scratch), 0; H. W. Higham, Washington (50 yards), 0; Wm M. Woodside, Chicago (40 yards), 0; Ralph Friedburg, Chicago (60 yards), 0. At the pistol fire Wood let out as if he meant business, closely followed by Howell, and they soon caught the handicap men. After passing the half-mile, Howell led, closely followed by Wood, Neilson, and James, Prince being some distance behind. On the last quarter it was a struggle between Wood and Howell for the lead, the former entering the homestretch first and holding his own with Howell up to the tape. The pace was a cracker from the start, the first quarter being passed in 36 4-5 and the half in 1 17 by handicap men; Wood led at three-quarters in 1 42 2-5. The announcement of this record created a furore, even the band-master

becoming so excited that he served up "Yankee Doodle." The previous records for three-quarters and one mile were:

English Amateur.....	2.00	2.39 3-5
American Amateur.....	1.55 4-5	2.39
English Professional.....	1.59 4-5	2.40 3-5
American Professional.....	1.59 2-5	2.39
New Record.....	1.52 2-5	2.35 3-5

Ten Miles Bicycle League Championship.—E. P. Burnham, 30m 24 2-5s; Wm A. Rowe, 30 25; A. B. Rich, New York, 30 25 2-5; George E. Weber, 0. As this was a race with purely American riders, great interest was felt in the result, but this was naturally spoiled by the collision between Cola Stone of St. Louis and George Hendee on the last lap, and the overthrow of D. E. Hunter, who was too close to escape. The field was truly representative and covered nearly every prominent section of the country. At the crack of the pistol Stone took the lead and cut out the pace, the others bunched as closely as possible. Round and round they rolled, the kaleidoscopic changes bringing first one to the front, then another, only varying the monotony, if it could justly be called such, by a brilliant spurt on the homestretch. Entering the last lap for home American Weber came into prominence as a "star" of the first magnitude, with Hendee only fourth, and in a bad position for the final rush. In swinging into the back-stretch, Hendee, who was inside, tried to pass between Stone and the curb, there being plenty of room at the time, but Stone veered back into position and Springfield's favorite fell violently on the curb, bruising his shoulders. Stone broke his wrist, and Hunter, who was riding near, was also thrown, but he sustained no serious damage. Hendee's machine was broken in two, and Stone's was also completely wrecked, while Hunter's was only buckled. Stone bore his hurt pluckily, never wincing while the doctor set it. Rich made a splendid showing, and must have surprised even his most sanguine friends. The following table gives the results of the race:

1. Stone.....	2.51 4-5	2.39
2. Stone.....	5.51 2-5	5.42 3-5
3. Burnham.....	8.58 3-5	8.34 4-5
4. Stone.....	12.04 3-5	11.55 2-5
5. Stone.....	15.10 1-5	14.51
6. Burnham.....	18.18 1-5	18.33 4-5
7. Stone.....	21.28 2-5	21.41 1-2
8. Stone.....	24.40	24.45
9. Stone.....	27.43 4-5	28.00
10. Burnham.....	30.24 2-5	31.01 2-5

One Mile Tricycle Final Heat.—Robt Cripps, 1/4, 52 1-5; 1/2, 1.40 4-5; 3-4, 2.25 4-5, 1 mile 3m. 7s. Reuben Chambers 3.07 4-5; W. N. Winans and F. F. Ives. This was apparently a mere romp for Cripps who seemed to have recovered his old spurt for which he was notorious, while Chambers was way behind his Hartford form. Cripps led at the start and pushed every thing before him in his usual dashing style, leaving Winans and Ives to fight for third place, the head man capturing the prize in good style.

Five Mile Professional Safety Race.—R. Howell, 45 4-5, 1.32 2-5, 2.18 2-5, mile 3.01 2-5, two miles 5.56 2-5, three miles 9.11, four miles 12.22, five miles 15.36 2-5. These times are all new records for this country on this style of machine. John Brooks finished second and Woodside distanced. The race was totally devoid of interest, Howell immediately taking the lead and maintaining it with apparent ease, even stopping for Brooks to change machines in the fourth

mile and then romping in as he pleased. We hardly think this style of racing on geared up machines will ever be popular, as the dwarf wheels present a ludicrous appearance compared with the regular bicycles.

Half Mile Amateur Race.—R. H. English, 1/4, 38 2-5; 1.15 4-5; Wm E. Crist, 1.16; L. A. Miller, Meriden, Conn, 1.16 1-5; D. E. Hunter, Salem, Mass. This was a tremendous burst of speed from start to finish and was over before one had time to chronicle an incident. Crist secured a good lead and seemed a sure winner until within three yards of the tape, when the brawny English by a mighty effort shoved his wheel across the line and won by about three inches. The half mile record was lowered a half second in this race.

Three Mile Amateur Tandem.—English and Cripps, 44 4-5; 1.26; 2.05 1-5; 2.46; 5.38 2-5; 28.3 2-5. Webber and Chambers, 8.41; Furnival and Illston, 9.42. This was beyond doubt the most wonderful exhibition of riding ever witnessed. As a race between men it was a farce, but as against time it was simply marvelous. Only three pair started, all English and all mounted on Humber Tandems. English and Cripps immediately took the lead and left the others out of sight after the first few laps. The pace did not appear fast but many watches checked the official times, and there is no doubt as to the correctness of the record and it demonstrates the fact that the popular tandem is faster than the bicycle and all known records were buried completely out of sight. To-morrow this pair will have a "go" at the mile record and with a good day there is not the slightest doubt but Father Time will be completely demoralized.

Final Heat One Mile Amateur 3.10 class. Nine contestants who were placed in the trial heats competed in this event. They were H. C. Hersey, Elmira, N. Y.; D. H. Renton, New York; A. O. McGarrett, Springfield; Lindell Gordon, St. Louis; C. E. Kluge, Jersey City; Chas. P. Adams, Springfield; P. M. Harris, New York; W. F. Knapp, Cleveland and E. B. Smith, Springfield. It was a lively gait from start to finish. Our near neighbor, Kluge mounted on a Yankee "Star" scooped them all and made the excellent time of 2m 41 2-5s. The fractional times were 41 1-5, 1.20 4-5, 2.01 1-5, 2.41 2-5; Adams 2.42, was a good second with Knapp 2.42 1-5, with McGarrett and Smith close at his heels.

Three mile Amateur Bicycle.—M. J. V. Webber, 8.46 1-5; R. H. English, 8.46 2-5, W. A. Illston, 8.46 4-5; W. F. Knapp. Illston was elected to premier position on the first mile and Knapp startled the natives on the second round. The last lap found the field well bunched at the finish with English leading, but in the home stretch Webber put in one of his wonderful bursts of speed and touched the tape ahead of the others, with very little to spare. Times of first and second miles, 2.57 3-5 and 6.01.

Three mile Professional, was changed to a RECORD RACE. In the field were the well known English riders James, Wood, Brooks, Woodside, Neilson and Howell. Wood and Howell seemed to have it all their own way and although Neilson tried hard to win a few laps the Englishmen had apparently the best of it. Prince did not start in this race for some reason or other, and the fact

caused some comment. Wood won the second, third, fifth and sixth laps, and Howell secured the first and fourth. The times by miles were: 42 4-5; 1.21; 2.07 2-5; 2.46 3-5; 5.42 2-5 and Wood 8.57 2-5; and Howell 8.57 3-5; Neilson, 8.58 1-5; The two mile time beat the previous record by 3 1-5 seconds.

The concluding race of the day: was the Five Mile Amateur Record Race and although L. A. Miller, Joseph Powell, P. Furnivall, F. F. Ives, E. P. Burnham, H. W. Gaskell, Wm. E. Crist and Geo. E. Weber answered the tap of the bell, only four were to be found at the finish. Like all races of this character, it was a series of spurts that ultimately resulted in a victory for Furnivall. Burnham was the next best man and Weber finished third having distinguished himself by a number of fine brushes with the English champion. The time by miles was interesting and record as follows, the third mile tying and the fourth and fifth beating the previous best:

1	Furnivall.....	2.52	2.39
2	Furnivall.....	5.42 4-5	5.42 3-5
3	Weber.....	8.34 4-5	8.34 4-5
4	Weber.....	11.34 4-5	11.55 2-5
5	Furnivall.....	14.36 1-5	14.51

A drizzling rain was falling this evening and the condition of the weather for to-morrow the great day of the tournament is exceedingly dubious. With a clear day we expect to find another great change in the table of records and perhaps more laurels for the transatlantic visitors, who have won the respect and admiration of all by their gallant exhibitions of strength, skill and speed.

F. J., Springfield, Sept. 8

SUMMARY OF SECOND AND THIRD DAYS.

We had intended giving a report of the three days of the Springfield Tournament, but the results of the last two days were so remarkable that we would do an injustice to our readers by rushing the reports, so we give only a summary of the important events of them.

SECOND DAY.

One mile bicycle championship—Furnivall 2.45 4-5; Illston 2.46.

One mile Professional championship—Howell 2.49 3-5; Wood 2.49 1-5.

Three mile Amateur Safety Bicycle—Allard 8.59 2-5; Engleheart 9.00.

One mile Unicycle—Kaufman 4.10.

One-half mile, 1.30 Class—Kluge, 1.17 4-5; Schlager 1.18 1-5.

Three miles Record Race—M. Webber 8.22 4-5; Rowe 8 23.

Ten miles Professional—Wood 30.54 3-5; Howell second.

Five miles Tricycle—Furnivall 15.18 3-5; Cripps 15.52.

One mile Tandem Tricycle—English and Cripps 2.48 1-5; Furnivall and Illston 2.50.

Five mile Amateur Bicycle—Rowe 14.41 2-5; Renton 14.42 2-5.

Three miles Amateur Bicycle Handicap—Rich (50) 8.16 2-5; Adams (120) Wadsworth (200); M. J. Webber, 8.17 2-5.

THIRD DAY.

One Mile Professional Safety—Howell 2.55; Woodside.

Ten Mile Amateur Bicycle Record Race—M. J. Webber 28.44 2-5; P. Furnivall; Weber, Burnham. Weber, Weber and Burnham rode on for twenty miles, each getting within the hour; Webber beating all records. Times: 5 miles, Furnivall 14.08 4-5; 10 miles, "Eng" Webber 28.44 2-5; 15 miles, Webber 43.36; 20 miles, 58.56; Geo. E. Weber 59.46, unofficial. Record for one

hour, Webber 20 miles, 635 yards, 2 feet; G. E. Weber, 20 miles, 160 yards.

Five Miles Tandem Tricycle—Cripps and Furnivall 16.45 4-5; Lambert and English.

Three miles Professional Bicycle—Howell, 8.46; Wood.

One Mile Amateur Safety—Engleheart 2.48 4-5; Allard.

Three Mile Bicycle, 9.10 Class.—Rowe 8.30; Powell, Rich.

Three Mile Amateur Tricycle—Furnivall 9.37; Cripps.

One Mile Amateur Bicycle Handicap—Rowe (scratch), 2.41; Rich (10 yards) Illston (scratch), third.

Five Miles Professional Bicycle—Wood, 2.39, 5.29; Howell, 8.20; Wood, 14.34 1-5; Howell; Neilson.

One Mile Consolation G. H. Illston, 2.48 1-5; Barbour, Cook.

One Mile Tricycle Exhibition Cripps, 43 2-5, 1.25, 2.10 2-5, 2.53 4-5.

WHEEL GOSSIP.

The machines advertised by Mr. L. H. Johnson of Orange, N. J. are what are known in England as the "Genuine Humber" bicycles. Those advertised by the firm of Marriott & Cooper, are made for them by Messrs. Rudge & Co. Most of the English riders use the "Genuine Humber," but the competition is so strong that it is necessary to explain the difference rather than confuse our readers.

J. Canary the premier fancy rider leaves for England Oct. 2nd. He will undoubtedly astonish the natives. The English party sails to-morrow in the *City of Berlin*, except Mr. Lambert and his wife and Mr. Furnivall, who will remain in this country till October 2d.

The Annual Fall Race meet of the Montgomery Ala. B. C., will be held Wednesday, September 16th at Pickett Springs Park. The track is a mile, clay, with raised corners. Events: 1 mile time 4 minutes; 1/4 mile boys handicap; one mile best 2 in 3 heats; 5 mile professional handicap; 100 yds. slow race; 1/2 mile novices; 1/2 mile consolation; 1 mile club championship; fancy riding contest open. Handsome prizes will be given. No man allowed to win more than two prizes. Entry fee, 50 cents for each event; close Sept. 15 with R. K. Polk, Montgomery, Ala.

The first of a series of races, to be known as the "Royal Rollicking Road Races," will be run on the 15th of September. The route is over the National Pike from Uniontown, Pa., to Wheeling, W. Va., a distance of some seventy miles. The roads are somewhat hilly, but afford some fine riding and magnificent scenery. The race will be under the management of John V. Stephenson, Greensburgh, Pa., to whom all entries (one dollar each for League members only) and requests for information should be sent before the 13th of September. Five prizes will be offered, among them a fifteen dollar gold medal given by the Wheeling Bicycle Club. A list of the prizes will be issued next week. The object of the race is not to make money but to get the "boys" together, have a "royal rollicking run," and convince the skeptical that it pays to belong to the League of American Wheelmen. The Wheeling Club extend a cordial invitation to all wheelmen to come and see the finish of the "R. R. R.," and promise them a good time. —*L. A. W. Bulletin.*

CHICAGO OCTOBER RACE MEET.—The Chicago Amateur Bicycle Track Association will hold a great tournament on Friday and Saturday, October 16 and 17. The events of each day with the prizes therefor are given below:

FIRST DAY.

1 mile, novice; 1st prize, silver handle silk umbrella; 2d, bicycle rifle. Five miles, Ill. Div. championship; Division medal. One mile, open to all amateurs; 1st prize, gold watch; 2d, pearl 'opera glass. One mile, professional; 1st prize, \$100; 2d, \$30; 3d, \$15; \$50 added if record is beaten. Two miles, open to all amateurs; 1st prize, a bicycle; 2d, gold cuff buttons. One mile, Safety, wheels not over 40 inches; 1st prize, bronze clock; 2d, dressing case. Three miles open to all amateurs; 1st prize, diamond ring; 2d, scarf pin. One mile tricycle, Ill. Div. championship; Div. medal. 100 yards, slow, Ill. Div. championship; Div. medal. 10 miles, professional; 1st prize, \$75; 2d, \$30; 3d, \$15; \$50 added if record is beaten.

SECOND DAY.

Twenty miles; Columbia Cup.—Two miles, professional; 1st prize, \$75; 2d, \$30; 3d, \$15; \$50 added if record is beaten. Five miles, open to all amateurs; 1st prize, gold watch; 2d, bicycle photographic outfit. Fancy riding, Ill. Div. championship; Div. medal. One mile Ill. Div. championship; Div. medal. One mile, open to all amateurs, 1st prize, bicycle; 2d prize, complete outfit of silk tights. Five miles, professional; 1st prize, \$75; 2d, \$30; 3d, \$15; \$50 added if record is beaten. Three miles, tug-of-war; special prizes. One mile tricycle; 1st prize, fine music box; 2d, gold watch chain. One mile consolation; 1st prize, bronze clock; 2d, silver chronograph; 3d, L. A. W. pin; 4th, silk umbrella. Entries close Oct. 10. Address Chairman Racing Committee, Chicago Ill. Track Association, 189 Michigan avenue, Chicago.

In the hope of awakening a racing interest in their vicinity, Messrs. Zacharias and Smith and Dr. G. Carleton Brown have projected a race meet which will be held at the Waverly Fair Grounds near Newark, N. J., on Friday, Sept. 18th, 2 P. M. The events are a 1, 2 and 3 miles open; 1 mile club championship of Elizabeth wheelmen; 1 mile club championship New Jersey Wheelmen; 1 mile consolation E. W. and 1/2 mile consolation, N. J. W.; Gold and silver medals will be given together with the following prizes generously donated: Pope Manufacturing Co., a cyclometer; E. I. Horsman, a nickle hub lamp; H. B. Smith Machine Co., a gold medal and pair patent roller skates; A. G. Spalding & Bros. a pair ball pedals and that "young and enterprising firm," Zacharias & Smith, a cyclometer. Entry fee, 50 cents for each event; close next Tuesday, Sept. 15th, with Z. and S., Newark, N. J. The projectors of the meet specially invite a large attendance of New York, Brooklyn and Jersey City Wheelmen, to whom they assure fair treatment and a cordial welcome. The track is of clay, six laps to the mile, fast and safe.

The Montgomery Alabama B. C. will hold its Second Fall tournament Wednesday, September 16, at Pickett Springs Park.

GENUINE!

World's 2.35³/₅ RECORD.

Made by F. WOOD,
At Springfield, September 8th,

ON A

GENUINE HUMBER.

All the principal events both at Hartford and Springfield, whether Bicycle, Tricycle or Tandem, were won by Messrs. Furnivall, English, Cripps, Illston, James, and Fred. Wood, all of whom rode

GENUINE HUMBERS.

NOTE. See that you handle the right ticket. Every Genuine Humber bears the trade mark "Genuine Humber" and the inventors' and Makers' name. Humber & Co., Beeston, Nottingham.

The Genuine Humber can
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L. H. JOHNSON,
East Orange, N. J.

THE HARTFORD MEET.

SECOND DAY.

The second and last day of the Hartford tournament took place today, and it may be safely chronicled as a success, both in point of attendance and entertainment. The weather was warmer than that of the previous day, and the fierce wind had condescended to subside to a puffy breeze in the streets of the city, but gathering strength in the open country, it caused the racing men so much inconvenience that the expected records were not forthcoming, though there were some figures altered in the safety bicycle and tricycle record tables. About twelve o'clock people began to stroll toward the railroad depot, and gathering strength as the day grew older they began to arrive in droves. The railroad companies were equal to the occasion however, transporting the people with rapidity and safety, and when the bell rang at two o'clock for the opening event, a large and brilliant audience of ladies and gentlemen completely filled the grand stand; a swarm of men and boys lined the rails along the track, and a large number of equestrians and over-crowded carriages occupied the inner track. The officials were all at their posts and were prepared to do their duties without the anxiety apparent on the previous day.

The races were well contested, and would have evoked the wildest enthusiasm under ordinary circumstances, but the manner in which the English riders led our men at the finish put a damper on the crowd, and it was only aroused from its lethargy by Canary's beautiful exhibition and Burnham's win in the five mile open, on which occasion it let out its pent up feelings and made the welkin ring. The one mile special race, the most interesting of the day, on paper, lost most of its interest by the absence of Hendee and Furnival. It was thought that here was a good chance for Hendee to redeem himself, but he had already decided to race no more till the opening day of the Springfield meet. Since putting our report of Hendee's defeat into type, there have been many excuses given to explain his overthrow. Some claim that he was run to death on the first three-quarters of the journey by different members of the English party, others that he was pocketed, and more, that he is out of form. The first statement is founded on partisanship and is unworthy of credit. The pocketing theory may be true, but even if it were, the American champion turned into the homestretch a few yards to the good and had the position next the pole and a clear field to the finish. Whether Hendee is not up to concert pitch we know not, but his own statement on the morning of the race that he "never felt better in his life," would seem to negative this assertion. The opinion of those who ought to know was that Hendee has not the bottom of the Englishmen, and the hard pull through the wind to the three-quarters unfitted him for the spurt home; that 1.13 1-5 on the last half was too much even for him, but if the race at Springfield were run in a calm, Hendee might show the way home. There is no one who feels more keenly than we the defeat of our premier representative, but the old saw "Honor

to whom honor is due," holds good even in sporting matters, and any attempt on the part of the pen and ink fraternity to belittle the victory of Furnival and "English" Webber is to be greatly regretted, while the opportunity to congratulate Burnham, Powell and "American" Weber on their excellent performances is too good to be passed in silence. And now to the regular events.

ONE MILE, 3.00 CLASS. First Heat—Win. A. Rowe, Lynn, 2.53 1/2; A. O. McGarrett, by ten yards; Chas. P. Adams, Springfield, by a yard; D. H. Renton, New York, by a half yard; J. R. Schlager, Scranton, Pa.; L. M. Wainwright, Noblesville, Ind.; H. B. Wadsworth, Springfield; E. W. Rowston, Worcester. Renton rode away at the start, leading round the curve, past the quarter and half. At the three-quarters Wadsworth was in the van but Rowe and the others slowly crawled up and all entering the homestretch in a bunch, they rushed for home. Times, 43 1/4, 1.27, 2.14 3-4, and 2.53 1/2.

SECOND HEAT.—F. F. Ives, Meriden, 2.51; Chas. E. Titchener, Binghampton, by fifteen yards; Fred. Russ Cook, San Francisco, by three yards; H. S. Kavanaugh, Cohoes, by two yards; J. Illston, Hartford, Conn.; C. J. McCully, San Francisco; P. M. Harris, New York; Harry J. Hall, Jr., Brooklyn; T. R. Finley, Smithville. The men started away on this race very fast, Kavanaugh leading around the first turn. Down the back stretch several men led at different times, but entering the homestretch Ives came away and easily showed the way home. Many of the men were distanced in this race. Times, 41 3-4, 1.23 1/2, 2.10, and 2.51.

FINAL HEAT.—Rowe, Ives, Cook, Adams, McGarrett, Titchener, Schlager, Renton and Kavanaugh. Rounding into the homestretch Ives had a clear lead and this he increased by a few yards running up the homestretch, but Rowe was coming along at a great bat and one hundred yards from home he headed Ives, and after a sharp struggle he came away about twenty yards from the tape and won by a length; a few lengths between the first three. Time, 42 3-4, 1.24 1/4, 2.07 1/4, and Rowe 2.47, Ives, 2.47 1-5. Rowe and Ives were protested as having beaten three minutes, and the judges subsequently upheld the claim and awarded the prizes to Cook and Adams. Much dissatisfaction was expressed by the friends of the protested men, many people exclaiming indignantly against the officials because they did not notify the men of the protests before the race. Although this would have been a better plan, the protested men were entitled to very little consideration, for they should have known their own records better than the referee.

FIVE MILES, L. A. W. CHAMPIONSHIP.—Wm. A. Rowe, first; Geo. E. Weber; L. A. Miller; D. H. Renton; D. Edgar Hunter and A. B. Rich collided and fell at 4 3-4 miles. Weber led on the first mile till near the tape, when Rich darted forward and took the mile in 3.10 1/2, with Weber, Rowe, Renton, Hunter and Miller bunched in the order named. At the next half mile pole Rowe moved forward and took the lead but the rest raced after him and at the second mile Rich again lead, with Weber and Rowe close up. Weber, Rowe, Renton and Rich was

the order on the third mile, and Rowe, Renton, Weber and Rich on the fourth. Toward the finish of the fourth mile Hunter swerved in front of Rich and both came sharply to the ground, neither of them sustaining any injury. When the bell rang "last lap" the pace was quickened, Weber showing the way until entering the homestretch when Rowe and Miller passed him. But he was soon after them, and catching Miller fifty yards from home he made a tremendous effort to catch Rowe but the latter crossed the line a short length in the van; Miller third by several lengths; Renton fourth by twenty yards. Times, 3.10 1/2, 6.14, 9.33 3-4, 12.56, 15.58 3-5.

ONE MILE PROFESSIONAL.—Fred. Wood, first; Richard Howell, second; R. James, by ten yards; R. A. Neilson, by a yard; John Brooks, distanced; Wm. Woodside rode in sitting up. When the signal was given the men seemed waiting for each other to make pace and they rode at a 3.40 gait to the quarter, at which point the white clad figure of James was in front, time 54 1/2. At this point Woodside rushed ahead and cut out some warm work down the back stretch, the crowd sweeping after him like a hurricane. James was the first to overhaul him leading him past the half in 1.28, and the three quarters in 2.12 1/2. Turning into the homestretch Howell had a yard lead with Wood second, and these two had it out between them, leaving James, and the American representatives, at every push. About 100 yards from the line the two were even, but Wood slowly gained a length start and there he stayed, both riding the last fifty yards as if connected by an iron rod. Wood's time, 2.50; Howell, 2.50 1-5. The second quarter down the back stretch referred to above was as fast as anything done at the meet, the distance being covered in 33 3-4s., slightly against a fresh wind.

THREE MILES AMATEUR OPEN.—P. Furnival, first; M. Webber, by five lengths; H. W. Gaskell, Boston, by twenty yards; G. E. Weber, distanced. "English" Webber jumped away with the lead, and led to the quarter followed by Furnival, Gaskell and Weber, who had been left some yards at the start but were now in the bunch. The order remained the same on the first mile except that Gaskell began to fall behind. All along the second mile Webber cut out the work followed cautiously by Furnival, with "Star" Weber, now close up to Furnival, then back near Gaskell who was riding forty yards behind the two leading men. Passing the finish line on the second mile Weber made a splendid but foolish spurt, led at two miles, rushed away around the turn and led at the quarter by twenty yards, but the Englishmen simply "whooped her up" and the tired pumper was soon among them. Furnival led at the half mile, and after this was never headed apparently having something in hand at the finish, notwithstanding the desperate efforts of "English" Webber to head him. A feature of the finish of this race was the splendid riding of Gaskell on the last half, for he certainly gained twenty-five yards on the leader in this distance. George Weber seemed tired from previous exertions. Times, 3.05 1/2, 6.07 1/4, 9.00 1-5; Webber, 9.01. Last quarter, 36 2-5.

THREE MILES TRICYCLE.—R. Chambers, first; R. Cripps, second; Wilbur

Winans, F. F. Ives and W. A. Rhodes collided and fell on the final spurt, neither finishing; George H. Illston stopped at second mile. Cripps seemed bent on cutting out the space and each man kept the position he took at the start till near the home stretch, the order being: Cripps, Winans, Rhodes, Chambers, Ives and Illston. Turning into the homestretch Chambers rushed into the lead with Cripps second, the Americans close up. Hardly had they settled for the final tug when Ives was seen to veer into Rhodes, the two coming down like shot, throwing Winans who was close behind. The machines were much damaged and the men were badly bruised. The race lay between Cripps and Chambers, the former leading to within twenty yards of the tape when Chambers put it all on and flashed past him, winning by a few lengths. Times, 3.17, 6.51 1/2, 10.04; Cripps, 10.04 2-5. The three mile time beats the previous amateur record by three seconds.

ONE MILE SPECIAL.—R. H. English, first; E. P. Burnham; R. Cripps; George Weber; Joe Powell; A. B. Rich; M. Webber and W. A. Illston. Burnham profiting on his experience of the day previous made the pace from the start, leading at the half, with English second; Powell third. At the three-quarters Powell forged ahead. Turning into the homestretch, English and Burnham came away, the former winning by several lengths; Cripps the same distance behind Burnham; Powell and Weber close up; the rest beaten off. Times, 42 3-4, 1.24 3-4, 2.06 3-4, 2.44 1/2; Burnham, 2.45 4-5. This race was gotten up with the expectation that Hendee, Furnival and Burnham would start and that the record would be beaten; but neither of the first two appeared and the sharp wind and ratty and sandy track made record time impossible.

THREE MILES CONNECTICUT STATE CHAMPIONSHIP.—L. A. Miller, Meriden, first; F. F. Ives, by two yards; H. E. Bidwell, East Hartford, by three yards. This race was very uninteresting the men being tired from their exertions in previous races. Miller and Ives were content to let Bidwell make the pace till the homestretch, when they went by him, Ives a few yards in advance of Miller, but the latter rode strongly and passed him ten yards from home. Times, 3.12 1/4, 6.35 3-4, 9.50; Ives 9.50 1/4.

ONE MILE "SAFETY" RACE.—R. Chambers; A. P. Engleheart, by two yards; T. R. Finley, distanced and slowed up. Engleheart led till near the tape when Chambers forged ahead and won as above. Chambers rode a Rudge, Engleheart a Kangaroo and Finley a 39 1/2 inch "Star." Engleheart has only once before been beaten on this style of machine and he was regarded as invincible. He was considerably upset by the voyage over and hopes to do better at Springfield where he will meet Allard, who once defeated him in England. Finley was completely lost; it was a case of boy against man. The times were, 46 1/4, 1.28 1/2, 2.14 3-4 and 2.57 1/2; Engleheart, 2.53. Engleheart now holds the half and three quarters, and Chambers the mile record; the previous figures were 1.35, 2.16 and 3.06 2-5, all made by F. R. Brown at Springfield, May 30, '85.

TEN MILES PROFESSIONAL RACE.—R. Howell, first; Fred. Wood, by five yards; R. A. Neilson by ten yards; Wm.

Woodside, by thirty yards; John S. Brooks, rode in sitting up; R. James, out at two miles. In this race Howell, Wood and Brooks kept in the background allowing Woodside and Neilson to indulge in spasmodic and violent spurts, merely contenting themselves with keeping within striking distance of them, something like the way a cat would beguile a mouse. The real work was done on the last half and the brush home resulted as above. The times were: 2.54, 6.00, 9.15, 12.21½, 15.39, 19.06, 22.24, 25.40, 28.58, 31.59½; Wood, 32 minutes.

FIVE MILES AMATEUR—E. P. Burnham, first; R. H. English by six lengths; R. Cripps, close up; George Weber, by eight yards; A. P. Engleheart, distanced; H. L. Snodderly, Washington, D. C., stopped on second mile; W. A. Illston, o. On the first mile English led, with Illston, Cripps, Weber and Burnham close up in the order named, Snodderly falling behind. On the second mile it was Cripps, English and Illston; on the third English, Burnham and Illston, Weber riding fourth. The same order was maintained on the last mile till the home-stretch when Burnham overhauled English and beat him home, amid a whirlwind of applause. The victory of Burnham was a chance for the crowd to let itself out, and it did so with a vengeance, undoubtedly scaring the waving vegetation in the vicinity out of at least a weeks growth. The times were: 2.52, 5.56, 9.07, 12.20, 15.18½; English, 15.19½; Engleheart who had begun to fall behind from the start was induced to ride the five miles and though badly distanced by the other men, he got a good pace out of his "Kangaroo" and established new records from two to five miles as follows: (2) 6.20; (3) 9.36½; (4) 12.55 and (5) 16.04.

ONE MILE CONSOLATION—A. O. McGarrett, 3.01¼; D. H. Renton, a poor second; P. Brown, distanced. This race was poorly contested.

ANNUAL MEET OF TROY B. C.

A successful tournament was held by this club at Island Park on Thursday, September 3rd, fully 1200 people being present, among whom were many ladies, also a large number of wheelmen who had ridden in from the surrounding towns. The track was in splendid condition, but a strong cold wind prevented any fast time being made.

One mile novices—G. B. Darling, Troy B. C. 3.34; H. P. Cole, Troy B. C., 3.38; Paul Bigelow, New Haven, Conn., o.; Wm. Kernan, Albany, o.; C. D. Cole and J. R. Knowlson, Troy B. C., o. A good race between Cole and Darling.

One-half mile club—A. P. Dunn, 1.36; A. F. Edmans, 1.36 2-5; T. B. Collins, distanced. Won by a few feet.

One mile tricycle race—Clarence Howland, Akron, 3.54; Rudolph Bestle, Troy B. C., o.; J. G. Burch, Jr., Albany, o.

Five miles club championship—A. P. Dunn, 19.11½; J. O. Wood, Jr., second. Wood led the way for four miles, Dunn remaining close behind him, but spurring away at this point he gained every push to the finish.

One mile open—J. R. Rheubottom, Weedsport, 3.09; H. L. Burdick, Albany, 3.10 2-5; Clarence Howland, o.; W. Page, Coxsack, o.; W. J. Wiley, Troy B. C., o.

Two miles, Rensselaer County championship—T. R. Collins, Troy B. C., 7.11; W. J. Wiley, 7.15 1-5; R. S. Coon, Troy B. C., o.; Geo. B. Friday, Trojan Wheelmen, o.

One mile without hands—J. R. Rheubottom, 3.15; A. F. Edmans, 3.25 2-5; H. L. Burdick, o.

Three miles record race—J. R. Rheubottom, 11.01½; F. L. Burdick, close up; Clarence Howland, o. Rheubottom led from start to finish closely pushed by Burdick.

Slow race fifty yards—A. F. Edmans, first; J. G. Burch, Jr., fell at half the distance.

One mile consolation—Wiley 3.24; Wood, 3.25 3-5; Coon, 3.27.

The officers of the day were: Referee, George R. Bidwell of New York; judges, J. W. Clute, W. Gardner and Joshua Reynolds; timers, J. O. Wood, D. S. Dodge and E. J. Wheeler; scorers, Dr. G. B. Young and George A. Darby; clerk of the course, W. M. Thiessen; umpires, Louis J. Thiessen and M. R. Kelly; starter, Dr. C. H. Gabler.

The New Jersey L. A. W. Division Race Meet.

The annual race meet of the New Jersey L. A. W. division was held with the utmost secrecy at Millville, on Saturday, August 29. The announcement of the date of the meeting appeared in one or two papers several weeks ago, but any further notices than this were not published, consequently the Millvillites had "everything to themselves," the audience being purely local. The account of the meet appeared in the *Bulletin*, presumably from the pen of a prominent League member who officiated at the races, and it is from that we compile our report. The track is a new quarter-mile gravel path, with fairly good unraised curves, and gives promise of becoming fast with age.

One mile scratch—L. J. Kolb, Phila., 3.19½; C. W. Higgins, Burlington, by a short length; C. S. Stevens, Millville, o.

One mile State championship—C. S. Stevens, 3.10; T. R. Finley, Smithville, 3.12½. Stevens ran away from Finley at the start having at one time 100 yds. lead. **Ten mile championship**, Cumberland Co.—James Pearson, Millville, 36.17; Thos. Hand, Millville, 57.58; Jno. L. Dougherty, Millville, o.; George Loring, Bridgton, by a mile.

Two miles scratch—C. S. Stevens, 3.08 2-5 and 6.29; L. J. Kolb; slowed up; E. H. Burtis, Mount Holly, o.; Charles Wilson, Phila., o. Stevens spread-eagled the field and proved himself an excellent rider. **Five miles State Championship**—Stevens walked over in 17.21. **One-half mile, Hands off**—T. R. Finley, 1.43; C. S. Stevens, o.; Stevens led the first half of the distance but Finley caught him and a neck-and-neck struggle ensued till within fifty yards of the tape when Stevens caught hold of his handle-bars, leaving Finley to finish alone. **One mile Consolation**—Jos. L. Dougherty, 3.34. Between the races, T. R. Finley, amateur, and Geo. S. Hart, professional gave excellent exhibitions of fancy riding. John Ottinger also gave an amusing burlesque on fancy riding.

The Kansas City Wheelmen start on a five days tour September 22d.

SERIO-COMIC JOURNALISM.

Of the 10,000 readers of the WHEEL who perambulate the crust of this planet in search of the puissant shekel and the open-sesame greenback, probably 9999½—the half represents the Klub Kydd—believe that the life of their favorite editor is embittered by reading villainous manuscript, discoursing on maker's amateurism for the robust and grinding out soul-satisfying poetry for the *spirituelle*; but they delude themselves. 'Tis true that we are often driven to the verge of distraction by either one of the causes given, but our cloud, like every well regulated cloud, has, in the words of the philisosopher, a nickle plate lining. As the reader of scores of papers every week, we often stumble over articles and paragraphs that are sometimes amusing and other-times disgusting. This week the *piece de resistance* is supplied by a certain Southern newspaper, which shall be nameless—nameless, or rather aliased—aliased. Here it is:

"All ye Tennesseeans
Join the League and
Let us form a State Division.
We need it, and must have it.
Now is as good a time as any.
So send your names and dues in.
The Secretary's address is right before you.
E. M. Aarons Box 916 Philadelphia, Pa.

He will send you a neat little ticket with your
Name and number on it, then let's to work

With a strong Division and a meet each year.

Our grand old sport will step to the front."—*Melon-patch Observer*.

Most of our readers will probably attribute the production of this linguistic monument to our imagination, but we hasten to assure them, that even in our most rhapsodical or egotistical moments, we never dreamed that we could perpetrate anything so appallingly and rib-splittingly inelegant.

Come readers, let us join the League and get a *neat little* card. Come all ye little girls, join the League and receive a wooden doll with all the modern improvements; that squeaks when you step on it and that rolls its eyes like a maniac when you dangle it by the leg. Come all ye little shavers and join the great and good and only League, and receive everlasting joy in the shape of an army of tin soldiers. Come all ye babes and babesses, join the L. A. W. and get a tin rattle. Wonderful inducements: copies of the *Bulletin* to the blind and pairs of roller skates to the lame. Come whoop up. Our sacred and venerable sport must step to the front. Come on !!! Come on !! Come on !

HOSTILE CRITICISM.

In the 1st issue of that well written paper *Wheel Life* is an editorial entitled "Hostile Criticism." It is in the nature of a reply to charges that *Wheel Life* is often too severe and outspoken on some of the reprehensible people and customs of the cycling world. As the editorial explains in part the position which THE WHEEL has taken and always will take in American cycling matters—a position of outspoken and honest criticism—we produce part of it.

"Indiscriminate praise has been the ruin of cycling journalism. It is a fact

that the honest criticisms whose strains are unaffected by any hunting after advertisements or feverish admiration for muscular power, command in the long run the respect of the lookers-on, and by honest criticism we mean the strictures which find their point in the public life of a man, and not in his private affairs. We mean the strictures which make no difference between friend and foe, and which are not only founded on truth but bear the impress thereof upon their face. We do not mean the snapping hints at this and that, the stab in the dark whose rankling pain is out of all proportion to the strength of the blow delivered. We do not mean the petty allusions to an opponent's income as an argument against his reliability as a critic, which, truth to tell, seem so horribly snobbish that one would almost hope for death before becoming responsible for them. What we would have, had cycling journalism a strong enough backbone, would be a Press independent of all considerations cramping its critical functions—a Press which, pruned of several dishonest suckers now dragging on existence by sheer misrepresentation of circulation and almost mournful credulity on the part of advertisers, would be regarded with respect by all wheelmen, and be the strong power in the land it ought to be. The same necessity exists in America as here, and there is much the same dearth of fearless, outspoken criticism even in the land of the free. Hostility need not mean vindictiveness, of course, but only a fair balancing of good and bad, and an absence of respect for persons—the latter a difficult thing to get rid of, no doubt, but an essential to fair play."

Concerning Our Famous Special Number of the Big Four Tour of 1885.

Early in April last, after our regular weekly edition of the 3d of that month was issued, we published, by express agreements with our advertisers, largely for their benefit in conjunction with our own an extra "special edition" of the same date—using therefor the same reading matter, but so increasing the advertisements as to make a 16-page paper.

This we gave a wide circulation among non-subscribers as a sample copy of our paper, which they found of interest, as it contained, in common with our regular edition, by far the most complete description and map published editorially of the approaching Big Four Tour. Of the general satisfaction of our patrons, we had many gratifying expressions at the time.

Recently however, a sprightly contemporary in seeking for a stop where-with to sharpen his wits, has made a harmless drive at us, doubtless expecting a word of retort. Our responsive nature in a vein rather of transient bandinage than otherwise, ventured reply, to which our worthy friend, who is in fact a good fellow, has evidently attached far greater importance than we ever imagined—for which we forgive him this once.

We desire seriously to say, as to the "special edition" above mentioned, we supposed at the time our brief note in explanation in THE WHEEL of April 10th quite sufficient; nevertheless, we now cheerfully make this further statement, since our first evidently escaped the eyes of our brother of the quill.

THE HOMING PIGEON, official paper of the Federation of Homing Fanciers and of leading American Clubs, is the accepted and standard authority on all matters appertaining to the homing pigeon fancy, both in this country and Europe.

Hereafter, a portion of the paper is to be devoted to fancy and toy pigeons, thereby, making when bound, *The Homing Pigeon* a valuable reference and text book; in all things, touching the entire pigeon interest.

Pigeon flying is speedily becoming one of the most popular as it is interesting sports of the country, and the unexpected demand for this paper among the best class of readers, best illustrates the increase of interest in the sport.

The Homing Pigeon is elegantly printed in convenient form for binding, and should be in the hands of every pigeon fancier in the land.

The Genesee B. C. of Rochester, N. Y. have sent us an artistic programme of their annual race meet, which will be held at the Rochester Driving Park on Thursday, Sept. 17, 1885. The programme contains the names of the officers and members of the club, the tournament and other committees, a list of hotels, a description of the interesting points in and around Rochester and a list of the events and prizes for which see WHEEL, August 28. The club proposes to make this the "greatest one-day's race meet ever held in America." For information address, A. B. Rapalje, Secretary, 91 Powers' Block, Rochester, N. Y.

FROM THE CLUBS.

FIXTURES.

Sept. 12.—Third Annual meet and races of N.Y. State Division L.A.W. at Brooklyn, under auspices of Kings County Wheelmen.
Sept. 12.—Annual race meet of Keystone B. C. at Exposition Park, Pittsburgh, Pa.
Sept. 12.—Williamsport, Pa. B. C. tournament.
Sept. 15.—Binghamton B. C.; annual race meet at Riverside Park.
Sept. 17.—Genesee B. C.; third annual race meet at Rochester Driving Park.
Sept. 19.—L. E. C. W. meet at Danvers, Mass.
Sept. 22.—Race Meet at Minneapolis, Minn.
Sept. 22.—Providence B. C. Tournament at Narragansett Park.
Sept. 25, 26.—St. Louis Ramblers race meet.
Sept. 26.—Massachusetts B. C. race meet.
Sept. 26.—Pentucket Wheel Club. Race meet at Haverhill, Mass.
Sept. 30.—Canton, Ohio, B. C. race meet.
Oct. 3.—Boston B. C., 100-mile road race.
Oct. 3.—Olympic A.C. games and cycle races at New York City.
Oct. 9-10.—Omaha, Neb. Wheel Club; second annual tournament.
Oct. 16, 17.—Chicago Amateur Track Association, October meet.

CLOSING OF ENTRIES.

Sept. 12.—Entries close for the Providence B. C. races. See WHEEL of Aug 7. Address Geo. R. MacAuslan, Box 1046, Providence, R. I.
Sept. 12.—Tournament of Keystone B. C. at Pittsburgh, Pa.
Sept. 13.—Binghamton B. C. Entries close with F. J. Bayless, Binghamton, N.Y. See WHEEL of Aug. 28.
Sept. 15.—Entries close for L. E. C. W.'s meet at Danvers, Mass. Address M. F. Emilio, 287 Essex St., Salem, Mass.
Sept. 20.—Entries close for St. Louis Ramblers' race meet, with L. J. Berger, Main & Market Sts., St. Louis, Mo. Full particulars in WHEEL of Sept. 2.
Sept. 26.—Entries for Pentucket Wheel Club's races at Kenosha Park, Haverhill, Mass., close the morning of the races with Arthur E. Leach. Fee, fifty cents, (returnable to starters), each event. Open events: 2 miles novice, 3 miles lap, 1 mile bicycle and 1 mile tricycle.
Oct. 10.—Chicago October race meet, with Chairman Racing Committee, 189 Michigan Avenue. Full particulars in WHEEL of Sept. 11.



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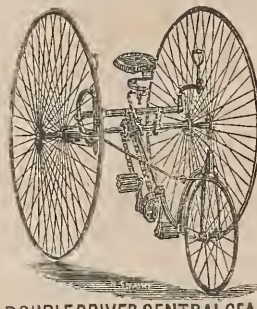
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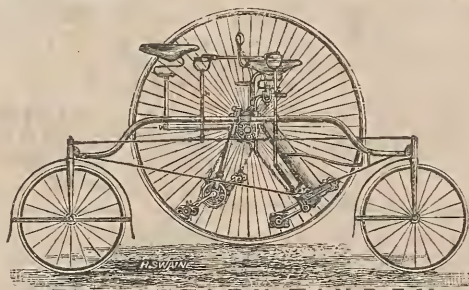


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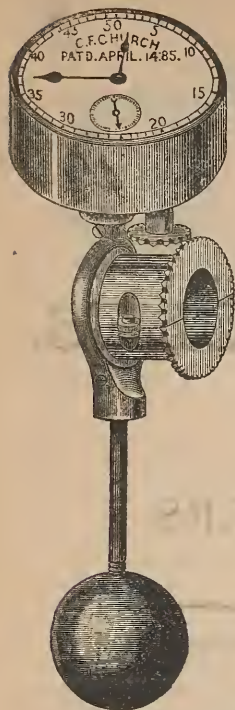
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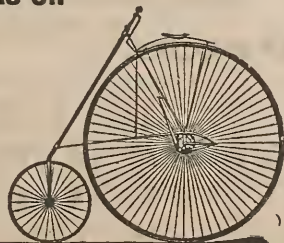
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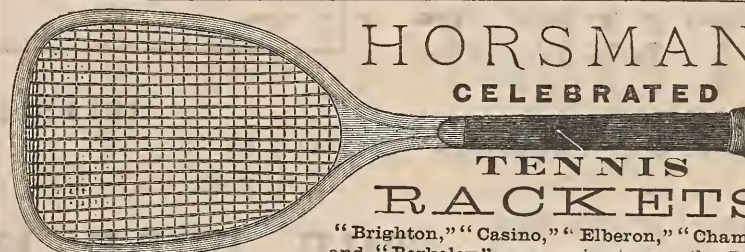
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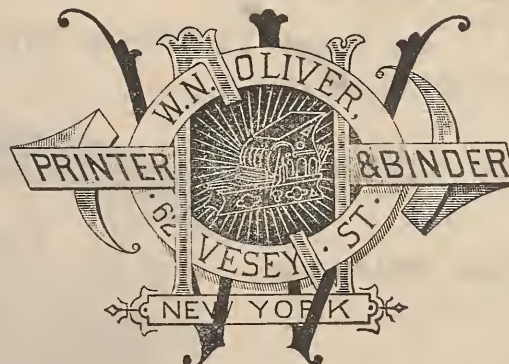
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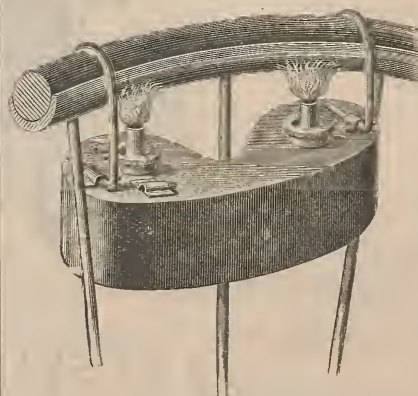
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