

THE WHEEL

A JOURNAL OF CYCLING

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[WHOLE NUMBER, 248.

WHEEL GOSSIP.

The July number of *Outing* is very charming.

Springfield, September 14th, 15th, 16th and 17th.

E. Oxborrow recently lowered the safety record to 2m. 53s.

George B. Blackwell has equaled H. D. Corey's feat of climbing the Brighton side of Corey Hill.

Outing gives the figures of its circulation as 8,000 in January, 15,000 in April, and 20,000 in May.

The Avondale races, which were to have been run last Saturday, were postponed on account of the rain.

Mr. J. S. Rogers is now associated with Mr. L. S. C. Ladish in the management of the *American Wheelmen*.

The lightest tricycle yet made is a 30¾ pound racing "Premier," built by Hillman, Herbert & Cooper for F. S. Buckingham.

Howell beat Wood in a ten mile race—one of their numerous championships—at Aylesstone grounds, June 14th. Time, 34m. 37 4-5s.

The Caledonian Club will hold a race meet at Hampden Park, Springfield, on July 5th. Hendee will start from scratch in the mile handicap.

James Lennox has just beaten the Land's End-John O'Groat's record—June 7-13—riding the 885 miles between those points in 6 days, 8½ hours, beating the previous record by seven hours.

Much of the success of the Lynn cycle track Association is due to the efforts of the *Lynn Bee* to educate the townspeople up to the idea. The *Bee* has from a few notes to a column of bicycle pars almost every day.

Colonel Pope and Mr. George H. Day, manager of the Columbia factory at Hartford, leave New York to-morrow—Saturday—by the North German Lloyd steamer Aller, for a two-months' business and pleasure trip abroad.

There are more of the American cycles in actual use in the South than those of all other makes combined. Several of the largest clubs ride these wheels exclusively, and take their club name from them. Gormully & Jeffery are the youngest in point of age of all the American manufacturers, but they know how to make bicycles and sell them.

The Newark *Call* says that the first copy of Karl Kron's "X. M. Miles on a Bicycle" was received last Saturday by Mr. C. R. Zacharias, of Orange, N. J. It is uncut and unbound, and is on exhibition at Messrs. Howard A. Smith & Co.'s cycle depot. All wheelmen should haste to see this curiosity.

D. E. Hunter was not allowed to compete for the Pope cup, on the ground that he was a maker's amateur, the proof of which the company claimed it possessed. Hunter published a letter in last Sunday's *Globe*, defying the company to produce proof of his guilt, which they state they are ready to do.

Gormully & Jeffery have recently received a very handsome bronze medal from the New Orleans Exposition Co., as a souvenir of the fact that their wheels took the first award at the New Orleans Exposition. On one side of the medal is an allegorical design of "The Three Americas," similar to that on the Prince Albert memorial in London, and on the other is a suitable inscription.

Can it be?—One of the Boston cycle dealers stated yesterday that he had a waste paper basket full of applications from non-suspended straight amateur racing men, asking that they be, on the quiet, furnished with machines and expenses for racing at all future events which are run under League rules. "It is remarkable," said the dealer, "how cheaply you can buy League amateurs. They come at a much lower rate than do those in the A. C. U."—*Globe*.

We have received six feet of poster, on which, in flaming blue letters, are set forth the attractions of the great sporting novelty, Tuesday, June 27th, at Scranton, Pa. John S. Prince, champion of the world, in a five mile contest against the fast trotters "Billy G" and "Miss Brady." T. W. Eck against the horse "Harrisburg." W. J. Morgan, champion of Wales, will compete. It should have been champion of whales, for the "Senator" can "blow." But it's all in the way business, you know.

The second of a series of races between J. S. Prince and R. A. Neilson was announced for June 26th at 3:30 P. M. At that hour scarcely one hundred people had congregated on the grounds. The principals, seeing the small gate, decided not to race, but this did not suit either the spectators or the Lynn Track Association. After considerable discussion, their money was returned to the disgusted hundred, the race being indefinitely postponed. The Lynn Association will, in the future, give a wide berth to professional events.

Charles T. Cossum, of the Ariel W. C., of Poughkeepsie, has called at the *Bicycling News* office. His club mates will be glad to learn that he is much pleased with his English experience.

The Wheeling, W. Va., Wheelmen will hold their annual road races and hill-climbing contest on July 13th and 14th. The two road races, 15 and 30 miles, will be run over the Alexandria-Wheeling route, which is exactly fifteen miles in length. The hill contest will be held on Fulton Hill. The entrance fee is fifty cents. The events are under the management of Captain Wilbur L. Wright.

For competing against professional wheelmen at Lynn, on June 17th, the following men are declared professionals: J. S. Long, George E. Porter and F. S. Hitchcock, all of Lynn. For competing at the same tournament, under rules other than those of the L. A. W., the following men have been suspended from the racing path for thirty days from June 18th: Fred Woodbury, Beverly; Henry McBrien, S. L. Truesdale and E. T. Green, all of Lynn.

According to a Birmingham paper, a bull being led along the road broke loose from its driver, and made for a passing bicyclist. The wheelman spurted away, with his bullship in full cry. Down the road they flew. A cab which impeded the bull's progress, was quickly and unceremoniously removed. Finally, when the bicyclist began to think that death had marked him, the bull stepped on his trailing guide rope, and brought himself to the ground, when he was easily captured. The bicyclist, need we say it, was happy. This is a great chance for the five miles in two minutes, penny dreadful romancists, to work off a three-column article.

The Mercury Bi. Club issues a neat pamphlet of its first annual tour, of which the following is the route: 1st day, July 14th. Minneapolis to Northfield via Minnehaha Falls, Fort Snelling, Rosemount and Farmington, dinner will be taken here, leaving an easy run to Northfield for the afternoon. 2d day, July 15th. Northfield to Faribault for dinner, and to Owatonna in the afternoon. 3d day, July 16th. Forenoon will be spent at Owatonna, train taken at 1 P. M. for Eyota, which will be reached about 4 P. M., from which place to St. Charles will be made via bicycle. 4th day, July 17th. Run to Winona, picnic dinner fifteen miles out, run in during the afternoon through the beautiful valley leading into town. Sunday, July 18th, will be pleasantly spent at Winona, the "Springfield" of the West. The return home will be made by train.

THE WHEEL.

THE

AMERICAN CHAMPION

POSITIVELY

The Greatest Triumph of Cycling Manufacture in America.

Entirely Manufactured in America, with our own plant and on our own premises, and with every care to Suit the Taste of an American Wheelman.

BE SURE AND SEE IT BEFORE YOU DECIDE UPON YOUR MOUNT FOR 1886.

BECAUSE

Only the Best and Most Carefully selected steel is used, and the distribution of metal is so appropriate that it is the

Most Durable Machine Yet Devised.

With our patent G. & J. ball bearings all over (to pedals also) it is the

EASIEST RUNNING.

With hollow forks and backbone fitted and brazed to the patent G. & J. head and neck it is the

STRONGEST AND MOST RIGID.

With the direct acting and thick-ended spoke, it is the **EASIEST TO REPAIR** and

LEAST LIABLE TO BUCKLE.

With the G. & J. hollow, detachable and one-piece Cow-horn Handle-bar it is

THE EASIEST TO STEER.

AND THERE IS

LITTLE DANGER of the Handle Bar BREAKING.



Price, 50-inch, Standard Finish, [Enamel and Nickel], 102.50.

And numerous other reasons which prove Conclusively that it is the **MOST SATISFACTORY BICYCLE** on the Market, as can be determined by applying for our New and Handsomely Illustrated 48 Page Catalogue, entertaining a Minute Description of this Machine, and an extended line of Bicycles, Tricycles and Sundries.

A Remarkable Record on a Remarkable Wheel.

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

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

TESTIMONIALS.

MINNEAPOLIS, March 16, 1886

MESSRS. GORMULLY & JEFFERY,
Chicago, Ill.

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

Yours sincerely,

ALBERT SCHOCK.

CHICAGO, March 22, 1886.

MESSRS. GORMULLY & JEFFERY,
CITY.

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

This is the first testimonial I have ever written.

Yours very truly,

JOHN O. BLAKE.

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

MINNEAPOLIS, Minn., March 15, 1886.

MESSRS. GORMULLY & JEFFERY,
Chicago, Ill.

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

Yours very truly,

S. F. HEATH & CO.

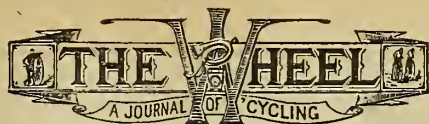
GORMULLY & JEFFERY,

222 & 224 NORTH FRANKLIN STREET,

CHICAGO, ILLINOIS.

N. B.—We are Manufacturing a new line of Lamps and Bells.

E. I. HORSMAN, 80 William Street, New York Agent.



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 Clubs of Six, - - - - Five Dollars.
 European Subscription, - - - 5 Shillings.

Wheel Combination Subscriptions.

	PER YEAR
Wheelmen's Gazette and The Wheel	\$1.00
The Cycle and The Wheel	1.75
Bicycling World and The Wheel	1.50
Harper's Young People and The Wheel	2.00
Onting and The Wheel	3.00
Century and The Wheel	4.00
Atlantic Monthly and The Wheel	4.00
Harpers's Magazine and The Wheel	4.00
Harper's Weekly and The Wheel	4.00
Harper's Bazar and The Wheel	4.00
Pack and The Wheel	5.00
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Eclectic Magazine and The Wheel	5.00
Frank Leslie's Illus. Paper and The Wheel	4.00
Frank Leslie's Sunday Mag. and Wheel	2.50
Frank Leslie's Pop. Monthly and Wheel	3.00
Appleton's Pop. Sci. Monthly and Wheel	5.00
North American Review and The Wheel	5.00

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To Subscribers and Correspondents.

Subscribers must be particular to notify the Publishers promptly of any change in their address. If they do not receive their papers regularly it is on this account.

Contributors and correspondents will please separate general correspondence to the Editor from matter intended for publication. Always sign (confidentially) full name and address, with *nom de plume*, as no attention is paid to anonymous contributions. Write only on one side of the sheet, and have all communications sent in by Monday morning at the latest.

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL, should be addressed to the Company. Make all Checks and Money Orders payable to CENTRAL PRESS & PUBLISHING CO. We cannot use stamps other than the two or one cent issue.

THE A. C. U.

MAY PUBLISH A PROMATEUR CLASS.

In the 1st issue of the *Cycle*, the Chairman of the Racing Board discusses the A. C. U.-L. A. W. imbroglio. He opines that the association can not exist as at present constituted, and suggests the establishment of three classes, to wit: A. Pure amateurs, B. Promateurs, and C. Professionals. Of course, a rider of class A. who should compete with a member of B or C would forfeit his right to again compete in class A. If this suggestion is adopted, we are told that the League may make "some concessions," which interpreted, means that the League will give up the control of racing.

In an interview with Mr. A. L. Atkins, one of the most prominent members of the A. C. U., a *Globe* representative learned that Mr. Atkins ideas were in accord with the views of Mr. Bassett. In our issue of June 18th, we pointed out the new and intensified form

of makers' amateurism which developed at the Lynn races of May 31st, and predicted that the A. C. U. would court failure, by allowing M. A's. and P. A's.—which is alphabetical for pure amateurs—to compete together. From the tenor of the interview with Mr. Atkins, we should judge that the class arrangement will be adopted at an early day. Mr. Atkins spoke as follows:

The A. C. U. has come to stay. It was fortunate in arriving at just the time when the League is tired of attempting to control the racing men, and is anxious to get them off its hands. The new association, composed of racing clubs and track associations will push racing to its proper place among our national sports, and not throw a damper on everything enterprising, as the League has always done. But the A. C. U. has, in not recognizing the makers' amateurs as a third class, brought down on itself the wrath of the L. A. W. Racing Board and of all national organizations of like nature. The fight between the L. A. W. and the A. C. U. has been short and bitter, and the L. A. W. has rather got the worst of it, and is now willing to compromise. The A. C. U. must now in order to maintain its position, form a class of promateurs for the salaried men. Then the L. A. W. can withdraw from racing, and stop the fight. All clubs holding races will naturally run under A. C. U. rules with their novice and class events limited to amateurs. Naturally the open events will be for fast men—the promateurs.

"This action on the part of the A. C. U. will place racing where it was last year, and racing will continue as of yore, only under a little different name. The racing men are in favor of the third class, as are the manufacturers and the majority of the racing clubs. Lynn has held two tournaments, and the club delegates to the A. C. U. are convinced that a third class is the proper way to settle the question. There is considerable cheap talk between friends of the different associations, but among the officers there is only one desire, and that is for a quick and peaceful settlement.

"Another thing the A. C. U. should do after the promateur action, is to admit professionals to its ranks, and then assume control of professional racing and break up the present free and easy method of running such events. And yet another action it should take is the promulgation of a set of rules for road racing and record breaking. At present there is no national organization to control these road events, and it is, if anything, a little more free and easy than the professional."

Says the *Wheelmen's Gazette*, editorially referring to the L. A. W. general meeting:

"And in fact such confusion did prevail that several times the presiding officer became so confused, that he himself, not only forgot the motion before the house, but also the stenographer was unable to furnish it." This is untrue. On one occasion, we believe, the President was, owing to a protracted discussion, in doubt whether a certain motion had been acted upon. The gentleman who inspired the article should beware of the word confusion. On one occasion, we distinctly remember that he made a motion, when the same motion was already before the house. There are enough weak points in League routine for earnest criticism, without manufacturing new ones, or magnifying trifles. In the same editorial, it is stated that the Racing Board was indorsed by thirty votes out of a membership of 10,000. There were probably 200 people at the meet. The vote was taken by ayes and nays, the President basing his decision on the thunderous ayes, with not a single nay to offset them. It is, therefore, impossible to tell just

what number did indorse the Racing Board, but it was probably five times thirty.

For the N. C. U. Council meeting, which was held on June 24th, two important motions were on the agenda. Mr. H. Sturmeay was to move that a racing man might pay a small entry fee, and pay the balance of the regular fee upon the publication of the handicaps, if the starts allotted put him in the race. The other motion was to be fathered by P. T. Letchford, the crack tricyclist. It allows tricycle racers to be given the benefit of the push-off, at the start of a race, thus preventing unnecessary straining of the man and the machine, to get under headway. We have advocated this latter move very strongly, and hope the Racing Board will adopt both these ideas. We further think the rule regarding the push-off, might allow one or two yards lee-way over the finish line. As the rule stands at present, a single step over the line, by the pusher-off, disqualifies the starter. The result is that many pushers-off become fearful and give poor send-offs, while others step over the line, and drop back with a guilty look, leaving the question of the starter's disqualification to the friends of any of the other competitors who may happen to notice it. At the League races the tricycle riders received a push-off, but whether such innovation was provided for in the revised racing rules, we are not aware.

A NEW CHIEF CONSUL FOR MASSACHUSETTS.

MR. DUCKER'S RETIREMENT.

The following communication from President Beckwith was published in the *Bulletin* of last week. It will be noticed that the President declares a vacancy in the Chief Consulship of Massachusetts. Whether Mr. Ducker retires voluntarily or not, can not be determined from the notice.

NEW YORK, June 21st, 1886.

TO THE MEMBERS IN MASSACHUSETTS:

There is to be a vacancy in the office of Chief Consul L. A. W. for Massachusetts Division, I take this opportunity of acquainting the membership of my desire to make such appointment to fill the vacancy created by the retirement of Mr. Ducker, as shall meet the approbation of the greatest number of members of the Division, and solicit such action on their part as shall bring about this end.

Fraternally,

N. MALON BECKWITH, *President*.

As a sequel to this notice, the following dispatch appears in the New York *World* of last Tuesday. The statement that the Massachusetts Division may leave the League is rather far fetched. We believe that the Division will do nothing rash nor hastily.

INDIGNATION AMONG BICYCLISTS.

A CHIEF CONSUL REMOVED FROM THE LEAGUE FOR JOINING THE UNION.

BOSTON, June 28.—Since the annual meeting of the League of American Wheelmen, which was held in this city a few months ago, there has been a continual fight among the cyclists as to who should control racing. A new organization called the American Cyclists' Union was formed by Henry E. Ducker, Chief Consul of the Massachusetts division. President Beckwith, of the League, has been keep-

ing close watch on him, and in this week's issue of the official organ Beckwith announces that he has removed Ducker. This has caused a howl among the Massachusetts bicyclists, who now threaten to leave the League and join the Union. Mr. Ducker states that his removal was a surprise to him. Soon after the formation of the Union, Mr. Ducker wrote a letter to Mr. Beckwith, asking him if he thought it best that he should resign from the League, as he was connected with the new organization. Failing to get reply he wrote two more letters and still received no answer. A few days ago he received a notice from the President stating that his (Ducker's) resignation would be accepted. Mr. Ducker said that he did not intend to be forced out of the club for no reason and the Massachusetts members are determined to stand by him in the fight. A meeting of the Massachusetts bicyclists will be held on Thursday to take action upon the matter.

From the *Springfield Republican* we learn that Mr. Ducker has been asked to resign, but will appeal the case and publish his side of the story in the *Bulletin*. We clip the following from the *Republican* of last Tuesday.

The President has power to remove from office any officer guilty of malfeasance in office, by the by-laws of the League, but such officer has the right of appeal. No charge of any such kind has been made against Mr. Ducker, and his resignation is not in. There is no vacancy. Mr. Ducker has received a note from the President bearing the same date, informing him that his resignation would be accepted. It added: "This action, while deeply regretted by me, becomes necessary, in face of the pressure from prominent wheelmen in Massachusetts, and owing to the procedure adopted by you." Mr. Ducker objects. This arbitrary "star-chamber" mode of action and execution, as a cycling writer aptly terms it, is not to his taste, nor does it appeal to any one's sense of justice. If the division wishes him to resign he will do so, not till then. He will ask the *L. A. W. Bulletin* to publish his side.

NEW YORK STATE BOARD OF OFFICERS MEET.

MANY PLANS ADOPTED FOR THE ADVANCEMENT OF THE DIVISION.

THE ANNUAL MEET AT BUFFALO, SEPTEMBER 3D AND 4TH.

The annual business meeting of the Board of Officers of the New York State L. A. W. Division, was held in Parlor A of the Grand Union Hotel, this city, last Tuesday night. Chief-Consul, G. R. Bidwell, of New York, occupied the chair, Secretary-Treasury E. K. Austin, of Brooklyn, at his left. The fourteen representatives present were as follows: W. H. DeGraaf, New York; A. B. Barkman, Brooklyn; J. B. Potter, Brooklyn; O. G. Moses, New York; Ed. F. Hill, Peekskill; George Dakin, Buffalo; J. C. Gulick, New York; Knight L. Clapp, New York; Gerry Jones, Binghamton; W. W. Share, Brooklyn; C. H. Luscomb, Brooklyn; Charles Schwalbach, Brooklyn; I. Reynolds Adriance, Poughkeepsie, and W. H. H. Warner, Brooklyn. Out of sixteen present there were seven Brooklynites, so that the riders over the "Big Bridge" can assure themselves that they are being well represented.

The meeting was called to order at 7:50 o'clock. After disposing of the minutes of the previous meeting, nominations were opened for Vice-Consul. Mr. W. S. Bull, of Buffalo, was unanimously elected.

The next order of business was the reading of communications. An invitation from the Buffalo Bicycle Club to hold the annual meet at their city on September 3d and 4th, was read. Mr. Hill moved that it be accepted, that the Buffalo B. Club be heartily

thanked, and that the Chief-Consul announce the 1886 meet in accordance with the Buffalo Bicycle Club's invitation. Carried unanimously.

The next communication was a letter from Mr. J. W. Barnes, publisher of the *Cyclist and Athlete*. This paper was the official organ of the Division till January 1st, 1886. In October it suspended, and shortly after, the present proprietor purchased the property, with all its outstanding contracts, etc. He resumed the official organship, and sent in a claim for \$30, for papers sent to the Division members. He also offered to donate the \$30 for Road Book purposes. Mr. Hill moved that the offer be accepted. Mr. Luscomb strongly objected. There was a certain amount due, according to the contract. He did not believe in any transfer or compromise, and he directed that the finance committee be directed to audit the bill, and that the Secretary-Treasurer be instructed to pay the actual amount due. Mr. Hill objected to the amendment, but after hearing several members discuss the question, he accepted it, and it was carried unanimously.

A bill of \$5.40 for the insertion of the New York State mail voting blank in the *Bulletin* of March 12th, had been received from the Secretary-Editor of the League. The Secretary-Treasurer of the Division presented it, and asked for instructions. On a question from Mr. Clapp as to who had authorized the insertion of the blank, Mr. Hill, the then Chief Consul, replied that he had. Upon motion of Mr. DeGraaf the bill was ordered to be paid.

This being the last of the communications, new business was now in order. The Secretary-Treasurer seemed to be in doubt as to the course to be pursued in the matter of the *Cyclist and Athlete's* offer, and he asked for instructions. Mr. Hill moved that he be instructed to pay the bill without reference to the offer to donate. Mr. Potter amended that the Secretary-Treasurer be instructed to inclose check for amount due, with a polite intimation that the Division was open to receive all donations. After considerable discussion, Mr. Potter's amendment was lost and the original motion prevailed.

Mr. Luscomb then spoke of the incompleteness of the present Division Constitution and By-Laws, and pointed out the necessity for a thorough revision and reconstruction of the same. He suggested the creation of a Committee of Finances, Road Book, Rules and Regulations, Rights and Privileges, and finally moved that a special committee of three be appointed to reconstruct and redraft a new Constitution and By-Laws, to be submitted at the September meet. Mr. Hill suggested that the committee make an entirely new draft, as the present Constitution was a mere skeleton, hurriedly gotten up by himself. Motion unanimously carried.

Mr. Barkman moved that a Touring Board of three be appointed, to publish a road book. Mr. Jones objected, on the ground that the motion conflicted with the Constitution, which made no provision for a Touring Board. He was willing to have a Touring Committee, but not a Board. After considerable discussion over this technicality, in which Messrs. Potter and Luscomb advocated the use of the word Board, the motion was carried. Mr. Hill moved that they hold office till the expiration of their term as representatives expired, which motion was

carried. On a request of Mr. Clapp as to what expense the committee was to incur, it was decided that they be given full power, with the understanding, of course, that "due economy was to be observed" *a la* Koko.

The Chief Consul then jocularly observed that he was anxious to have a lawsuit, as a means of advertisement of the power of the Division. If such an action should be brought, he should be at a loss to select proper parties to look after the interests of the Division. His suggestion for a legal committee of three, to be called the Committee of Rights and Privileges, was embodied in a motion by Mr. Potter, and unanimously carried. The committee will continue in office till their successors are appointed under the new Constitution.

Messrs. Potter, Hill and Luscomb then enlivened the meeting with humorous essays on the "Ethics of the Cobblestone and the Country Road." Mr. Potter spoke of the vileness thereof, and suggested that some plan be adopted whereby a better class of roads might be obtainable. He thought that the present state of country roads was due to the farmers, who repaired the old, and constructed the new roads, exactly on the plan inaugurated by their fathers and their grand-fathers. Mr. Hill offered a good solution of the problem. As is well known, the farmers work out their tax by days' work spent repairing the roads in their district. They took the shortest days of the year, got to work as late, and went away as early as possible, and patched up the roads with as little labor as possible. Rather hard on the farmers, but Mr. Hill claimed to have been there. Mr. Luscomb dilated on the methods of the Brooklyn Aldermen, who thought that the greatest blessing they could confer upon their pleading constituents, was to pave their districts with cobblestones. The only way to reach these gentlemen was by the "boodle" method, and of this lubricant the Division was sadly lacking. It was finally decided that a special committee of five be appointed, to report on the best means of securing an improved road system.

Mr. Hill pointed out, in the Constitution, a provision for an annual parade, and moved to hold no parade at Buffalo, in September, and suggested to the new Constitution Committee that this provision be omitted. Mr. Jones spoke of the advertizing value of the parade in connection with the race meet that is usually given in the afternoon, and predicted financial failure for the Buffalo race-meet, in case the parade was abandoned. Mr. Schwalbach spoke of the advantages of holding a parade, and Mr. Austin followed with remarks of the same tenor, finally amending the original motion, that the question of holding the parade be left with the Buffalo Club. Mr. Dakin, of Buffalo, said that the city had just laid twenty-two miles of macadam, that the parade would be very enjoyable on this account, and that its advertizing value was undoubted. Mr. Luscomb thought it unadvisable to hamper the Buffalo B. Club, and amended to lay the entire matter on the table, which amendment prevailed.

Mr. Hill then moved that the State Division set a good example by irrevocably placing itself on record against parades. Messrs. Potter and Luscomb objected to the motion, on the ground that it would interfere with the success of the Buffalo fixture, and claimed that the Division could place

itself on record in the new Constitution. Mr. Luscomb moved to lay the matter on the table. Carried.

Mr. Schwalbach then moved the appointment of a State Racing Board, in accordance with a motion made at Brooklyn last September. Mr. Schwalbach made a long argument in favor of his motion, but Messrs. DeGraaf, Luscomb, Jones and Hill opposed the motion on the ground that it only multiplied the routine, and that the National Board could easily take care of the racing interests. It was also thought that there might be some differences between the State and the National Boards, in adjusting delicate questions. Mr. Gulick having discovered that the motion had not been seconded, the discussion came to a sudden stop.

Mr. Austin introduced the question of the proportion of dues to be paid into the State and the National treasuries. He thought that the State Division should receive seventy-five cents from every new member, and fifty cents from renewals. Mr. Gulick cut short any discussion on this question by moving an adjournment, which motion was carried, it being then 10.15 o'clock.

CONNECTICUT DIVISION MEET.

The annual meeting of the Connecticut Division League of American Wheelmen was held at Hartford last evening. The proposed State road book to cover about 3,000 miles of road, and to be published this fall, was discussed. It was voted to formally demand of Mr. E. M. Aaron, the Secretary-Editor, the sum due the Division. A motion asking a vote on declaring the office of Secretary-Editor vacant was lost. D. J. Post was elected Secretary-Treasurer of the Division, and the report of the Chief-Consul, C. G. Huntington, was read. The Division numbers 555, against 307 last year. The Chief-Consul, in his report, says of the racing interest:

"I beg to here state that I consider the course now being taken by the National Racing Board most unwise and unreasonable. The effect of its recent action, if consummated, might cripple the tournaments without gaining any offsetting advantage. It is a most important part of the work to which the League's support is pledged, to do everything possible toward then encouragement and success of these race meetings."

The following is the programme for the Lynn meet of July 5th:

1. One mile novice—first prize, gold medal; second prize, silver medal.
2. Two mile amateur open—time limit 5m. 50s.—first prize, silver tilting water pitcher; second prize, pair of marble vases.
3. One mile amateur, 3.20 class—first prize, French parlor clock; second prize, gent's watch chain and charm.
4. One mile boy's race under 15 years—first prize, gold medal; second prize, silver medal. Entrance fee for this race 50 cents.
5. Three mile amateur handicap—First prize, silver tea service; second prize, brass parlor lamp; third prize, silver cake basket.
6. One mile amateur, 2.55 class—first prize, gent's fine silver watch; second prize, gent's seal ring.
7. Five mile professional open—time limit 15m. 30s.—First prize, \$75; second prize, \$50.
8. William A. Rowe, of Lynn, will attempt to break the 10-mile world's record of 28.37 4-5 made by himself last fall at Springfield.

THE BUFFALO BI. CLUB.

THE NEW YORK STATE MEET.

The Buffalo Bicycle Club, though one of the oldest in the country, having been organized in February 22, 1879, is evincing unusual signs of vitality. Since moving into the commodious and elegant club house, No. 881 Main street, the membership has increased at the rate of fifteen a month, and is now over 125. Next to the Massachusetts Club, the Buffalo Club is the largest in the L. A. W. The organization has each year since its formation, given a tournament and race meeting, and last year it entertained the L. A. W. The meet was the largest and most representative yet held. This year, under the command of Captain C. F. Hotchkiss, the Club, besides the usual weekly drills and short runs, had a very enjoyable three days' run, in May, to Rochester and Charlotte via Batavia. While in Rochester, the Club was handsomely entertained by the Genessee bicyclists. The members will have a three days' run to Chautauqua Lake on the 3d, 4th and 5th of July.

The Club has always been noted for its hospitality, and now, with its enlarged quarters, it is better able than ever to entertain visiting wheelmen. At the last meeting it was decided to invite the New York State Division of the L. A. W. to hold the annual meeting on September 3d and 4th in this city. A guarantee fund, sufficiently large to insure a successful meet and enjoyable time to all visiting wheelmen, has been subscribed by the members, and the following committee appointed to make all necessary arrangements: C. S. Butler, C. W. Adams, C. F. Hotchkiss, J. R. Williams, and W. S. Bull. Binghampton has put in its claim for the State meet, but Buffalo has so many superior attractions in every way; that the invitation of the home club should be accepted for the best interests of the Division. The official invitation will be extended at once, and will probably be acted on at the meeting of the Board of Officers, in New York, on Tuesday next. As individual members of the Committee have been assured by Chief Consul Bidwell of his desire to hold the meet in this city, it is confidently expected that the invitation will be accepted. This meet will probably bring to Buffalo four hundred to five hundred wheelmen from all parts of the State. The Big Four tour under the auspices of the L. A. W. will rendezvous in this city on September 4th, bringing, in addition to the New York wheelmen, about one hundred from all parts of the country.—*Buffalo Express*.

ENGLISH CHAMPIONSHIPS.

The one mile tricycle and twenty-five mile bicycle championship were decided at Weston-super-Mare, on Monday, June 16th, 1886.

For the first heat of the one-mile tricycle, A. E. Langley, John Lee and P. Furnivall turned out. Furnivall rode a waiting race, but at the bell lap he made his effort and won looking around by five yards. Time, 3m. 09 4-5s. The second heat contained H. Williams and F. W. Allard. Owing to an accident to Williams' machine in the first fifty yards, Allard had a walk-over. Time, 3m. 9 3-5s. The third heat was a moral for P. T. Letchford, who beat E. B. Turner fifty yards. Time, 3m. 11 1-5s. The first

heat of the second round contained Furnivall and Allard, the former going away easily on the last quarter, winning in 3m. 7 4-5s. Langley won the second heat in 3m. 6 1-5s., beating Letchford by two seconds. The final heat was won by Furnivall in 3m. 5 2-5s.; Langley second by seven yards; Letchford third.

The twenty-five mile bicycling championship was won by J. E. Fenlon, in the excellent time of 1h. 19m. 29 2-5s.; B. Ratcliff, by ten yards; George Gatehouse third; Belding, 0; Masters, 0; English, 0.

INFORMATION WANTED.

A boy writes to a contemporary for information, thusly: "I am only a little kid." We are glad you are a cute and cunning little "kid." We always admire "kids," especially inquiring "kids"—at a distance. "Kids" are often worn by ladies. They are always in fashion. The lady takes the "kid," lays him across her lap, slips off her slipper, and proceeds to wear him. It is said that the "kid" sometimes object to being worn. There are various other kinds of "kids." We think the statement that you are a "little" boy belongs to this family.

"I got a big bicycle. It is one of them no-good kind, three wheels, painted red." Of course a three-wheeler is no good, besides it is a sad waste of red paint. After you have graduated from college, you will learn that red paint is generally applied to towns, not bicycles.

"Say, is a Duplex Whistle and a Screatcher all the same?" No, bright youth, they do not even live in the same town. The Screatcher is a rip-tailed, four-ton rhinoceros—see pictures in your "jography"—while the Duplex is a consumptive sparrow, or a bleating lamb with a hacking cough. The Screatcher has been used with much success as a dinner call in deaf asylums. A subscription is on foot to erect a monument to the inventor of the Screacher. Subscriptions received at this office.

"Do they make bicycles for little boys?" Yes, my interrogatory lad. They do—for money. Be a good little boy a week before Christmas, and Santa Claus may give you one. He has been known to do such things.

"My brother is going to Montreal." We are glad to learn that your brother is going to Montreal. It is a very good place for young men. The climate is extremely frigid, and it keeps them fresh. We think some of going to Montreal ourselves.

"My brother takes the *Earth*." Your brother evinces intelligence of a high order, as that is the easiest way we know of. Has he been crossed in love, or has he backed the wrong horse? We once knew a man who held an insurance on another man's life. He needed the money badly, so he presented him with a year's subscription to the *Earth*, as a mark of esteem. Did he fizzle out and die? Well, we should twitter. It is sure death every time. We are constrained to bid you good-bye Dixie, as the shears are getting rusty, and the mucilage stiff. If you want to lend us a hundred when you are a big big man, call around and see us. We are always ready to oblige our friends, and will not refuse it.

P. S.—Don't forget to tell your brother that he can get *Harper's Bazar* or the *Century* and *THE WHEEL* for \$4.00 per year. Your sister will like the *Bazar*, and *THE WHEEL* may prolong your brother's life.

SPOKES.

The bicycle thief is rampant just now. Guard your machine well.

The Buffalo B. C. will shortly hold a hill-climbing contest, the prizes for which will be given by Bull and Bowen.

The Constitution, By-Laws and Rules of the A. C. U. are issued as a supplement to the *Wheelmen's Gazette* for June.

Last Monday's Brooklyn edition of the New York *World* contained a long article on cycling and the different clubs of Brooklyn.

The N. C. U. will henceforth issue a quarterly called *The N. C. U. Review and Official Record*. The first number appeared a few weeks ago.

Outing is so besieged with appeals for autographs of Thomas Stevens, that in future a page of his manuscript will be given to any one sending in three new subscribers.

A contemporary says that Prince Wells rode down the steps of the Louisville Court House on a wagon wheel. If Mr. Wells is really tired of life, we think he might shuffle off by a more agreeable method than the one-wheel-stair-case plan.

Dr. Beckwith has appointed the following gentlemen as Representatives for the New York State Division: Edwin W. Adams, No. 302 West 58th Street; Oscar G. Moses, No. 19 Spruce Street; W. H. DeGraaf, No. 48 West 14th Street; Edward F. Hill, Peekskill.

On June 2d, P. C. Barrow started on a trip from Boston to Indianapolis. He reached his destination on the 20th. His route lay through Connecticut, along Hudson river, across New York State, along the lakes, and to Indianapolis via Fort Wayne and Peru.

The Rochester Bi. Club has elected the following officers. President, L. F. Featherly; Secretary, R. A. Punnett; Treasurer, Wm. A. Craib; Captain, Charles Ford; Lieutenant, A. Schenck; Guide, H. A. Zimmer; Assistant-Guide, W. P. Sweeney; Bugler, B. L. Gentherer.

The finest country in the world for cycling is Japan. The roads are better than the trimmest paths of a park, and pleasant sights and sounds are on every side. Stevens will find this a very paradise, after the abominable highways of China. Perhaps he will take a spin along the Great Wall, in which case his camera will have some interesting tales to tell.—*Outing*.

The Meriden Wheel Club has now on hand \$750 of the necessary \$3,500 necessary to construct a third of a mile track at the trotting park. Of this sum the wheelmen subscribed \$400, N. L. Bradley \$100, and Mayor Doolittle and H. Wales Lines raised \$135 among their friends. The track will be ready for use in six weeks. It will be twenty feet wide.—*The Cycle*.

The way to do it—"And here let me state that the Great Western people treated the N. C. U. crowd poisonously, refusing any concession in price or comfort to the large body of men who went down. Therefore, oh wheelmen! when you have the opportunity to choose between the Great Western and any other line, as your soul liveth, remember their evil doing and take the other."—*Wheeling*.

The Chicago B. C. held a special meeting last Thursday week, for the purpose of discussing plans for more commodious club headquarters. After enthusiastic addresses by the President and several intending subscribers, a committee was appointed to get subscriptions. The club has an offer of a three-story brick building, at a rental of \$125 per month, which is well suited for their purposes. Mr. H. V. Bemis contributed \$100, and will increase that amount to \$500, if the Chicago boys show any desire to help themselves.

The New Hampshire Division will hold its annual meet at Portsmouth, on July 5th, under the auspices of the Rockingham B. C. The programme of entertainment includes a steamboat ride down the Piscataqua to the ocean, a short parade, and a ride to Wentworth, where dinner will be taken. A concert and run will occupy the afternoon. For those who can come on the 4th, an all day run to Rye Beach will be arranged, with dinner at Hampton.

We are always interested in dog-nuisance literature, having on one or two occasions advocated methods for routing these man-eaters, so we call the attention of our readers to a plan, suggested by a correspondent in the *C. T. C. Gazette*. It is to carry a rubber ball filled with ammonia, or other suitable liquid, provided with a nozzle, through which the contents can be discharged when "hostilities appear imminent." A friend tells us that the discharge of a blank cartridge will accomplish the evacuation of the dog. He has routed the Long Island life-size specimen by this means. It necessitates the carrying of a pistol, and this is liable to give the great unwashed an idea that the rider is a cow boy, or a Claude Duval on wheels.

The corner-stone of the new club house of the Philadelphia Bicycle Club, at Twenty-sixth and Perot streets, was laid yesterday afternoon. President George E. Bartol deposited the tin-box, in which were all of yesterday's Philadelphia papers, the names of the officers and members of the club, a notice of the corner-stone laying, a copy of the rules and regulations of the club, together with the rules of the Park Commissioners governing bicycling in the Park, and items of interest in reference to the club. The President also made an address. The new building will have a frontage of twenty-six feet on Twenty-sixth street, and a depth of eighty feet on Perot street. It will be of stone to the height of the basement, and will have three stories above that, made of black mortar brick. The basement will be used for storing machines, and will have an entrance on Twenty-sixth street, leading from the Park drive. The first floor will contain a parlor, billiard room and ladies' dressing room; the second floor a gentleman's dressing apartment, and the third floor a gymnasium, 24½ by 78 feet. The building will cost \$18,000, and is expected to be finished by September 15th. The officers of the club are: President, George E. Bartol; Secretary and Treasurer, H. A. Blackiston; Captain, Ewing L. Miller; Lieutenant, E. W. Burt; Chairman of Building Committee, H. R. Lewis; and Chairman of House Committee, G. N. Osborne. The club organized May 22d, 1879, and incorporated December 19th, 1885. The present headquarters are in the Park Club rooms, at Belmont and Elm avenues, West Philadelphia.—*Ledger*.

The Binghamton Bi. Club holds its annual meet at Riverside Park on the 5th.

Expulsions and suspensions—For competing with professionals at a public race at New Haven, John Illston, of Hartford, has been declared a professional. For competing in races held under rules other than of the L. A. W., the following men have been suspended from the race track for thirty days: A. W. Ives, New Haven; G. G. Knapp, Auburn, N. Y.; A. N. Welton, W. M. Frisbie, New Haven; A. B. Rich, New York; E. A. De Blois, Hartford; G. B. Buxton, L. A. Miller, H. H. Stockder, Meriden; F. G. Warner, Hartford; J. A. Hubbard, Meriden; S. Carlton, New Haven; E. S. Norton, East Hartford; J. S. Kulp, and E. B. Patterson, New Haven.

An exchange truly says: "To nothing is the growth of bicycling in this state—New Jersey—owing more than to the bicycle school opened in Newark, at Oraton Hall, by Zacharias & Smith, a few years ago. At this place fully one-third of the wheelmen in the state have taken their initiatory ride and tumble, and then, after a few lessons, gone forth into the highways and byways to conquer new fields of pleasure. A great advantage of this riding school has been, and is, that a person could try and ride until he found the wheel that suited him, and when he went on the road, was fully equipped with a machine which he knew to be trustworthy, and which he knew how to handle."

The inventive brain of Mr. Harrington has given us several real good things in cycle construction, and the jointed T pillar, is simple as it is, one of the best and most practically useful ideas he has ever worked out. The construction of the instrument will be apparent by a glance at the accompanying illustration, and its use is to alter the "tilt" or "set" of the saddle to suit the individual rider. Riders very often blame the saddle when they are uncomfortable, when in reality it is the "set" of it which is wrong, and to practically show the benefit of the jointed T pillar in this direction we may say that we had one fitted to our "Sparkbrook Crippler," and put a saddle on it which a year before we had cast aside through its having punished us tremendously on a 40 miles ride. After a couple of short rides upon it, and a little adjustment—instantly done by means of the jointed pillar—we took a 60 miles spin, and finished without the slightest discomfort whatsoever. Our opinion now is that it is one of the best things ever invented, and should be used by everyone.—*Cyclist*.

Our monthly contemporary, the *Wheelmen's Gazette*, which, under the old regime, made a point of informing its readers that it had got the lead and meant to keep it, and so on, has not a word to say of the League meet, if we except a three column editorial. This editorial is based on the presumption that its readers have been thoroughly grounded in the history of the meet, and is a virtual admission that the *Gazette* swings in behind the weeklies as a sort of tail-ender. Of course we know what its editor may, and probably will say about ancient history, etc., but that is not sufficient excuse for the 10,000 readers—we believe it is 10,000—whom we are told await its publishing day with fretful anticipation, and then read it before they eat their breakfast. Of course we would not call attention to this lapsus on the part of the *Gazette's* proprietor, for we believe it is not our mission to either instruct or criticize the methods of our contemporaries, did not his blatant blaring about the lead, make him a fair and shining mark for every inky lance.

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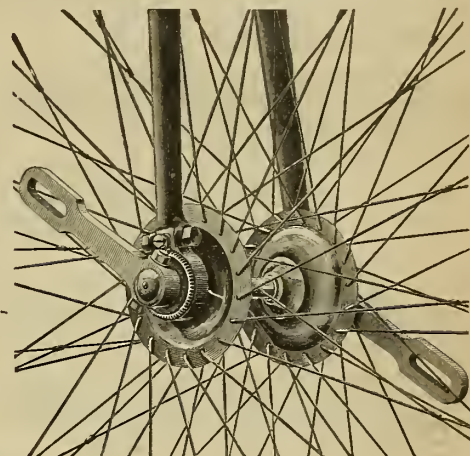
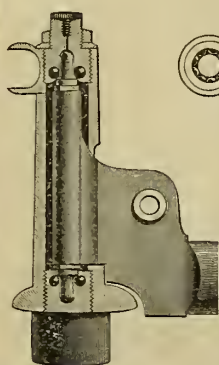
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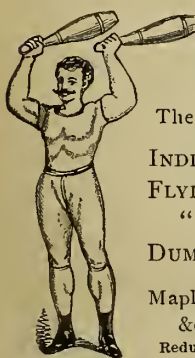


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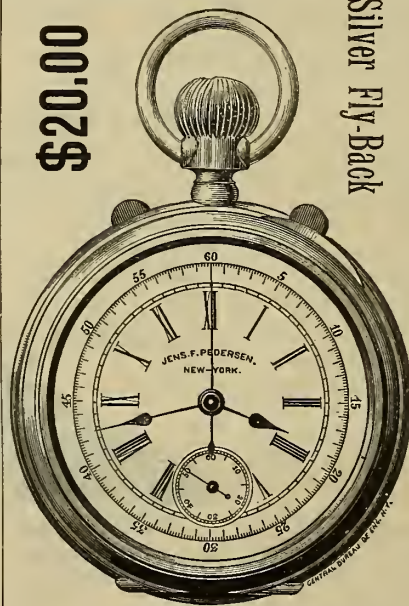
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CUPID BENDS AN ARROW ON THOMAS STEVENS.

There is, apparently, some festive occasion at the little vineyard-environed village, Jas-chi-khan, which stands back a hundred yards or so from the road, and which is approached by a narrow foot-way between thrifty looking vineyards. Three blooming damsels, in all the bravery of holiday attire, with necklaces and pendants of jingling coins to distinguish them from the matrons, come hurrying down the pathway towards the road at my approach. Seeing me dismount, upon arriving opposite the village, the handsomest and gayest dressed of the three goes into one of the vineyards, and with charming grace of manner, presents herself before me with both hands overflowing with bunches of luscious black grapes. Their abundant black tresses are gathered in one long plait behind; they wear bracelets, necklaces, pendants, brow bands, head ornaments, and all sorts of wonderful articles of jewelry, made out of the common silver and metal coins of the country; they are small of stature, and possess oval faces, large black eyes, and warm, dark complexions. Their manner and dress prove rather a puzzle in determining their nationality: they are not Turkish, nor Greek, nor Armenian, nor Circassian; they may possibly be sedentary Turkomans; but they possess rather a Jewish cast of countenance, and my first impression of them is that they are "Bible people," the original inhabitants of the country, who have somehow managed to cling to their little possessions here, in spite of Greeks, Turks and Persians, and other conquering races who have at times overrun the country; perhaps they have softened the hearts of everybody undertaking to oust them, by their graceful manners. Other villagers soon collect, making a picturesque and interesting group around the bicycle; but the maiden with the grapes, makes too pretty and complete a picture, for any of the others to attract more than passing notice. One of her two companions whisperingly calls her attention to the plainly evident fact, that she is being regarded with admiration by the stranger. She blushes perceptibly through her nut brown cheeks at hearing this, but she is also quite conscious of her claims to admiration, and likes to be admired; so she neither changes her attitude of respectful grace, nor raises her long, drooping eyelashes, while I eat and eat grapes, taking them, bunch after bunch, from her overflowing hands, till ashamed to eat any more. I confess to almost falling in love with that maiden, her manners were so easy and graceful; and when, with ever downcast eyes and a bewitching manner that leaves not the slightest room for considering the doing so a bold or forward action, she puts the remainder of the grapes in my coat pockets, a peculiar fluttering sensation—but I draw a veil over my feelings, they are too sacred for the garish pages of a magazine. I do not inquire about her nationality, I would rather it remain a mystery, and a matter for future conjecture; but, before leaving, I add a few coins to her already conspicuous array of coins that have been increasing since her birth, and which will form her modest dowry at marriage.—*Outing.*

Rowe rode five miles at Lynn last Monday in 14m. 14-5s., which makes rings around record.

THE RACING PATH.

Rowe and Hendee will not come together till the Fall. Quite a proper time to lower one or the other's colors.

The entries for the Brooklyn A. C.'s three mile handicap close to-morrow with F. M. Price, Dekalb and Classon Avenues.

At a special meeting of the Connecticut B. C. held Wednesday, June 23d, it was decided to withdraw from the League and join the A. C. U. The Hartford meet in September will therefore be held under A. C. U. rules.

At the Racing Cyclists' Club race meet, held at Alexandra Park, Saturday, June 5, P. Furnivall won the five miles tricycle, scratch, in 16m. 58 3-5s., beating Letchford, Williams, Rucker and Wilson. On the fourth lap, Furnivall was upset by two men taking headers in front of him. His competitors eased up until "Furnie" caught up with them.

W. A. Illston competed in a mile handicap at Aston Lower grounds, Birmingham, riding third in the final. His time was, 2m. 43s., which is rated as good as 2m. 40s. at Crystal Palace. At the same sports, E. Oxborrow finished second in a mile "Safety" handicap, riding on a "Rover" in 2m. 55s., which beats record, but being unofficial, will not stand.

On the K. C. W. programme, the title of a piece of music to be played between-whiles was printed directly over each race. Over the novices' race was printed "Why do you weep for me, Annie Darling?" It would have been singularly appropriate to have printed just below it: "Because Thou Was't Left, Mine Own."

A new champion has arisen in Australia, named Con Dwyer, and the star of F. H. Shackleford, who has been making rings around Australian riders for the past two years, has suffered a visible decline. On April 10th the new planet won a ten miles championship in 30m. 27 2-5s.; the old champion playing second fiddle.

The annual races of the Michigan Division of the League of American Wheelmen were held at Detroit last Thursday. Taylor Boggiss, of Cleveland, won the two-mile amateur race in 7.12. The same rider won the half-mile race in 1.29 1/4. The five-mile race for the Michigan championship was won by Charles J. Keyes, of Farmington. F. X. Spranger won the three-mile race for the Detroit Club championship. The ten miles L. A. W. championship was run in a pouring rain, and was won by N. H. Van Sicklen, of Chicago, in 36.37, with George T. Snyder, of Cleveland second.

A four miles bicycle race, for the championship of America was decided last Saturday at the Staten Island A. C. grounds at West New Brighton, under the auspices of the N. A. A. A. The starters were, A. B. Rich, K. C. W.; George G. Gideon, Germantown B. C. of Philadelphia; P. M. Harris, Ixion B. C.; C. E. Stenken, Hudson Co. Wheelmen, and E. P. Baird, Orange Wanderers. The men kept close together throughout the race, Baird doing most of the pace making, and showing better form than in any of his previous races. On the last lap Rich romped away from the field and won by twenty yards. Time, 13.22 4-5 Gideon just nipped Baird at the tape, and won second prize.

THE FIRST RIDE OF THE YEAR.

The first of May was joyous, 'twas a pleasant, cheerful day, When merrily my wife tucked the parlor stove away, When she, giggling, raked the front yard, with a towel 'round her head, I heard her warble sweetly, as she scraped the celery bed. And then I quickly posted to the out-house in the rear, Got out my dusty bicycle, for "the first ride of the year,"

The tootlewink was tooting on the kitchen fence that day, And the jobblewink was jobbling in a sweet melodious way.

The ground-hog he was chanting out a very pleasant tune, And the bull-frog chorused loudly in a rich and rustic rune;

Yet, as on the step I placed my foot, I felt no little fear, Though everything seemed cheerful, 'twas "the first ride of the year."

Then into my saddle gently, I let my body slide, And down the road I gently, at first did seem to ride, And as the warbling warblers, in the spring do gently sing, My spokes soon hummed in chorus, as my pedals 'round did swing

Oh! I tell you I was full of it, and loudly I did cheer, As I "whooped" her up and spun along on "the first ride of the year."

When 'round the corner of a lane, there hobbled out a nd ran,

A lamblet, first in season, and it bleated for its mam, When seeing me approaching at such a fearful speed, It jumped right into my wheel and on the ground eighteen times I bumped my head, which bled off and on for a month or near, and settled "the first ride of the year."

GEORGIUS.

THE E. W. VERSUS K. C. W. RACE.

ELIZABETH, N. J., June 28, 1886.

Editor of THE WHEEL:—The E. W. vs. K. C. W. team road race, which was to have been run over the Irvington-Milburn course on July 3d next, has been declared off by mutual consent. The E. W. team became crippled by sickness, absence and other causes, and was obliged to ask the K. C. W. for a postponement. The K. C. W., like the gentlemen and true sportsmen they have always proved themselves to be, replied, expressing sympathy for our series of misfortunes and generously called the race off. We take this opportunity for expressing our thanks to them for their courtesy to us at this and all times, and hope that at some later day, they will consent to allow us to stand by our challenge, and meet them upon the same terms as originally agreed upon. If you will give this letter space at your earliest convenience you will greatly oblige,

JOHN C. WETMORE,

Sec'y of E. W. Race Committee.

INTO THE FOLD AGAIN.

No little interest has been manifested in the recall of the suspension against certain of those men who competed at New Haven. Mr. Bassett states that whenever it can be shown that the men were misled, and did not compete willfully in unauthorized races, the suspension will be at once withdrawn. The following certificate has been received by him:

MERIDEN CONN., June 22, 1886.

Abbott Bassett, Esq., Chairman.

Dear Sir—I hereby certify that I did not wilfully compete in races under A. C. U. rules, and that I was given to understand that the races entered into at New Haven were under League rules. In giving this certificate, I agree in future to acquaint myself with the rules under which a tournament is conducted, and I accept the assurance from the Racing Board that the League does not recognize "mixed meetings," but insists that all races shall be run under League rules or those approved by the League.

LEWIS A. MILLER,
JOHN A. HUBBARD,
HENRY H. STOCKDER,
G. B. BAXTON,

—Globe.

At a meeting of the A. C. U. held at the Commonwealth Hotel, Boston, last Sunday, a badge designed by Jens. F. Pedersen, of New York, was adopted. *All the members present favored establishing a makers' amateur class, which will undoubtedly be done at an early day.*

ODDS AND ENDS.

The Boston Bi. Club moved into its new quarters, 35 James Avenue, last Wednesday.

Wheelmen who use it speak in the highest terms of Adhesive Tire Tape. Send 25cts. to Howard A. Smith & Co., Newark, N. J., for a package.—*Adv.*

We read that after talking with Heshmet-i-Molk, Stevens gave up his journey to India via Beluchistan. We don't blame Stevens for weakening, after talking to such a thing. We could hardly stand it ourselves.

"Vice prospers in darkness, while virtue, in sunlight, is a plant of slow growth." This is not introductory to a sermon, but is simply the opening sentence of a letter written by Mr. Ducker. We have no intention to belittle that gentleman, but the incongruity of the above excite our risibilities.

While in Boston, both Captain W. B. Brewster of the Missouri Bicycle Club of St. Louis, Mo., and Sanford Lawton, Secretary of the Springfield Bicycle Club of Springfield, Mass., were smitten with the appearance of the Rudge Light Roadster, and each of these gentlemen took one home with him when he left.—*Adv.*

Abbott Bassett, has removed the R. B's suspension for thirty days from A. B. Rich. Rich is a member of a club which has been loyal to the R. B., and has upheld pure amateurism, yet when it came to the suspension of their bright particular racing star, they drew the line. It was in deference to the club, that Mr. Bassett withdrew the suspension.

A twenty mile road race under the auspices of the Rhode Island State Division took place at Providence, last Saturday. The course was to have been 12½ miles straight-away and return, but after the race it was found to be two miles short. The result was: James Dawson, Pawtucket B. C., first; time, 1h. 43m. 26s.; M. W. Turner, Bristol Co. Wheelmen, second; A. N. Perry, Warren, third.

It has been decided to open the Orange Wanderers' 25-mile road race to resident L. A. W. members of Hudson, Essex and Union counties. The first prize will be a solid gold wheel with a diamond centre, to be worn on a watch chain. A gold medal will be given to second; silver to third. Race, July 10th, at 4 P. M., starting from Central avenue and Grove street, Newark. Entries close Wednesday, July 7th, with W. A. Belcher, East Orange, N. J. Fee, \$1.00.

It is funny enough to hear tourmaster Ayers talk on the subject. Burley gets up in the morning and takes poached tour on toast for breakfast. He tops off his dinner with fromage de tour, and at supper he has it boiled over a gas stove. But it is all very tour. His digestive capacity, both mental and physical, for the different varieties of tours is something abnormal. And talk about the scientific aspect of tour! Why, Burley even goes into conditions of the atmosphere at certain hours of the day. He can tell you the temperature of Seneca Lake in places where it is four hundred feet deep, and they say at the

Atkison, Topeka & Santa Fe office, that he has looked holes in all the maps in the place. All joking aside, however, it is gratifying to see one department of the L. A. W. enthused over, and Burley is so full of it, that everyone who has anything to do with the department is bound to catch the same spirit. Just let Burley alone and give him plenty of rope, and the League will come pretty near fulfilling obligations in this respect.—*S. & T. Journal.*

The editor of *Outing* has received the following dispatch from Meshed via Teheran, giving the latest information in regard to Thomas Stevens and his globe-girdling bicycle:

"TEHERAN, May 24th, 1886.

"Stevens went from Meshed to Birjand with intention of reaching India by Siesan and Beluchistan, but after talking with the Heshmet-i-Molk, Governor of Ghain and Siesan, concluded this route was impracticable. He then struck across the desert, forded the Harnd River and reached Farrar, about midway between Herat and Kendahar, or ten days' journey from Quetta.

"Here the Afghans arrested him and brought him back to Herat, and finally back over the Persian frontier to Kariez, from whence he returned to Meshed. He was under arrest nineteen days, but was well treated.

"The Afghans, by accident, slightly damaged the bicycle, but not sufficiently to render it unridable. He will now wheel back to Astrabad, and proceed to India via Constantinople. He will resume his journey from the nearest point possible to that at which he turned back."

An excellent crayon portrait of Cola E. Stone, by his mother, is at Glover and Finkenaur's. It is quite large, and represents Cola sitting on the pedal of his "bike." He has just climbed Son-of-a-Gun Hill, the first time it was ever climbed on a wheel. He is near the small tree towards the top, with his back to it, and the deeper shadows of the wood across the road on his left. He sits facing you, and looks squarely into your eyes, as you have seen him look when he was interested in something you were saying. The expression is better, more like Cola, than that of any picture of him I have seen, either in photograph or drawing. The attitude is as easy and confident as the rather difficult seat on the pedal admits, a great deal easier than you and I could assume, much less feel; but Cola was at home in all things difficult on the wheel. His arms are folded naturally, his shoulders fall forward a little, as they used to when under no special excitement; the expression is that of the big, good-natured, confident repose so familiar to every one who knew him, but out of his eyes and around the mouth there is an unmistakable suggestion of the grim determination and personal force that never faltered at an obstacle, nor stopped to measure the size or strength of an opponent. The portrait conveys an excellent impression of the personality of Cola Stone, and before this achievement the petty technical defects which a critic might pick out fall into matters of the smallest importance. The portrait is to be given to the Ramblers Bicycle Club, of which Cola was the pride and ornament.—*Spectator.*

FIXTURES.

JULY 3.—Suffolk Wheel Club's three days tour along North Shore.
JULY 3.—Races at Lynn.
JULY 3.—Illinois State Division meet at Chicago.
JULY 5.—Binghampton B. C., annual race meet at Binghampton, N. Y.
JULY 5.—Caledonia Club's races at Hampden Park, Springfield, Mass.
JULY 5.—Races at Boston Common.
JULY 5.—Millville, N. J., Race meet at Woodland Park.
JULY 9.—Indiana Wheelmen's Tour. Rushville to Indianapolis, six days.
JULY 9.—Vermont Division meet at Bellows Falls, Vt.
JULY 10.—Orange Wanderers' ten mile road race.
JULY 13-14.—Wheeling W. Va., Wheelmen's road races and hill contest.
JULY 14-15. Indiana Division meet and races at Indianapolis.
JULY 15.—Interstate bicycle races at Youngstown, Ohio.
JULY 15-18.—Tournament at Columbus, Ga.
JULY 16-28.—Blue Nose Tour.—F. D. Elwell, Portland, Me.
JULY 23.—Trojan B. C. Race Meet at Rensselaer Park, Troy, N. Y.
AUGUST 26-28.—Cleveland B. Club's race meet.
SEPT. 3-4.—N. Y. State Division meet and races at Buffalo.
SEPT. 8-9.—Connecticut Bi. Club, annual race meet at Hartford, Conn.
SEPT. 14, 15, 16, 17.—Springfield tournament.

TOURS AND RUNS.

AUGUST 3-14.—Clerical Wheelmen's Tour: August 3.—New York City to Yonkers. August 4.—Tarrytown, Newburgh, Highland to Poughkeepsie. August 5.—Rhinebeck, Hudson. August 6.—Claverack, Four Corners, Mount Lebanon, Lebanon Springs. August 7-8.—Albany. August 9.—Troy, Cohoes, Waterford, Mechanicsville, Round Lake, Saratoga. August 10.—Amsterdam. August 11.—Canejoharie. Sharon Springs. August 12.—Cherry Valley, Richfield Springs, Cooperstown. August 13-14.—Wooster Cobleskill.

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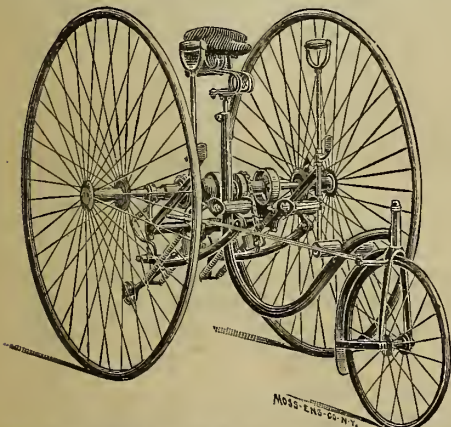
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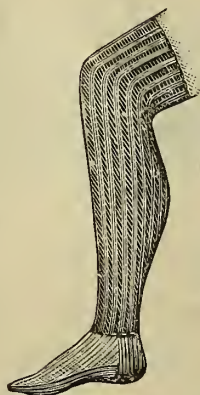
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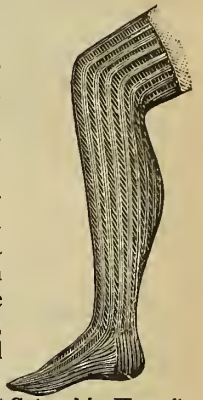
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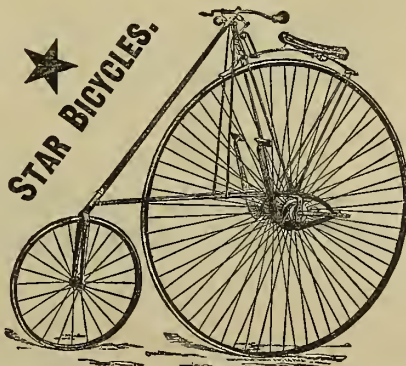


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