

# THE WHEEL

## A JOURNAL OF CYCLING

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### WHEEL GOSSIP.

The St. Louis Clubs think of pooling their issues and building a club house.

Misses Kendall and Jackson, of Boston, are touring to New Haven this week.

Our thanks are due to many of our contemporaries, for the free advertizing which they are giving us.

A hill climbing contest, under the auspices of the Orange Wanderers, will be held at Eagle Rock on Saturday, August 14th.

The Boston *Globe* of last Sunday gives one column and a half to Mr. Ducker's explanation of his removal by President Beckwith.

Chris Wheeler contributed a pretty jingle to the July *Wheelmen's Gazette* with the brain-rending head-line: "Reminisco—Prophetico."

Jo. Pennell is again in England, having been escorted across the frontier. Now then Jo. for you: "Experiences in a French Prison."

The *American Wheelman*, that bright St. Louis monthly, will change its dress with the August number, and appear somewhat like the *Wheelmen's Gazette*.

Chief Consul Hayes will shortly call a meeting of Massachusetts League members, for the purpose of reorganizing the Division and electing officers to serve for the ensuing year.

The native Newark ingenuity has been at it again. This time it takes the form of an alarm. The bell can be brought in contact with the spokes near the hub, by pulling a string. It is said that the effect is startling.

The Brixton Ramblers held a race meet at Crystal Palace, on Saturday, the 10th, at which some remarkably good times were recorded. In the mile handicap, J. H. Adam, won from scratch in 2m. 37 3-5s.; F. J. Osmond, scratch, finishing second in 2m. 38 3-5s.

At the last regular monthly meeting of the Citizens Bi. Club, a tricycling division was formed under the command of Lieutenant George M. Huss. Thomas Smith was elected to the captaincy, vice Simeon Ford, who was compelled to resign on account of pressure of business.

The presentation of the New York and New Jersey Inter-club road racing trophy, will take place at Dillard's, Bedford avenue and Hancock street, Brooklyn, on Thursday, August 5th, at 9 p. m. The programme includes a feed, speechmaking, etc. There is a good deal in the "etc."

"Squire Aaron's Cash" was the head-line which startled our optics while looking over the Cleveland *East End Signal*. We thought it might have something to do with our only Eugene, but it was simply a story of how a Connecticut squire of that name had buried his money on his farm.

The new South Wheel Club was organized at Birmingham, Alabama, on the 7th of July, with the following officers: L. D. Aylett, President; J. W. Lutz, Captain; E. L. Rowley, Secretary and Treasurer. We have a membership of twelve or fifteen, among which are two tricyclers. Our quarter-mile cinder track will compare favorably with any in the South.

We rarely criticize the methods of our contemporary editors, but we cannot fail to be amused and try to amuse others, by noting that in the last issue of the *Bulletin*, the editor publishes two and one-third columns of unreadable and probably unread matter on its circulation, and then publishes an inch and a half squib under the heading: "Boil it Down and Hurry it Up," wherein the editor declares that "much valuable and interesting matter is crowded out this week."

Says the Philadelphia correspondent of the *Sporting and Theatrical Journal*: Aaron shows no sign of resigning. "He like Ducker, doesn't care to be driven." I brought this item to the secretary-editor's notice, and he replied about as follows: "While I am getting dozens of letters begging me to stick to League work, I shall not let my rivals in cycling journalism talk me into resigning. While prominent League leaders tell me that it is my duty to the League and to myself to stay in the office, I'll do it if I die in the attempt."

*Recreation* is horrified over our advertisement for a "circulation swearer; one who does not mind a trifle like perjury preferred." "Does not this show a very blunt sense of honor and low ideas of truth, to speak of the awful crime of perjury as a 'trifle'?" gasps *Recreation*. Why, to be sure it does. Of course our honor is dull. We loaned it to a neighbor to chop wood, and what else could we expect. But we object to the "low ideas of truth." Our sanctum is on the fourth floor, and our ideas will compare in height with those of our contemporaries. Still, if *Recreation* thinks they are a trifle low, we will plant them and let them grow. The next time we work off a jokelet, we will send a man out to friend Barnes to drill the fact into his head. We don't like to horrify any man.

Weedsport Bi. Club races—The Weedsport, N. Y., Bi. Club will hold its annual race meet on Thursday, August 19th. The races will be run under L. A. W. rules, and will consist of the following events: One half-mile novices, one mile open, half-mile mile boys' race, one mile third class, one mile tricycle, 100 yards slow race, one mile club handicap, one mile championship of Central New York, half mile hands off, one mile ride and run, three miles lap race, L. A. W. members only, half-mile time race, time 1.40, and one mile consolation. Entries close August 17th. Entry fee, fifty cents for each event. For entries and further particulars, address H. E. Rheubottom.

Why will idiots continue to state the untruth that cyclists are preternaturally solemn when riding a bicycle. Must we make fools of ourselves and grin and roar like gibbering imbeciles? Who ever saw a man or woman engage in any sport and exhibit at the same time an undue amount of hilarity? Is the whist player the personification of merriment? Is the oarsman in a constant state of noisy cachination? How about the swell in his dog cart, does he grin and show evidence of proper levity? No! This is all washy twaddle from would-be funny men. The cyclist is a rational being, that is, he and his class have their fair proportion of dignity, and hence they very properly do not go along the highway showing their teeth, and making the welkin ring with explosions of jocularity.—*Bi. World*.

Shall the L. A. W. then give up all supervision of racing? I would be glad to see it done, but only on condition that cycle racing should be given up by all cyclers. The L. A. W. is the representative body of American Wheelmen and cannot abandon that responsibility, even should it wish to do so. Racing is the intemperance of cycling, and, like all other intemperances, it may be regulated, though it cannot be suppressed. Thus far the L. A. W. has kept its race tracks clear of the pool-box and the betting book; for the honor of cyclers generally it must continue to do so. Let us regulate racing by all means, but let our rules and regulations conform to the sport, temper, and genius of our own free and modern land, rather than to those of middle age feudalism. We cannot turn over this or any other important matter in cycling to a few hair-brained malcontents, who have the professional spirit, though they may never have violated the letter of our amateur law; men who are in cycling for what they can make out of it, and who are ready to break up the League in order to sustain a lot of fellows who were not ashamed to enter themselves as amateurs under L. A. W. rules, when they well knew that under those rules, they were not amateurs. False pretence is a worse offence in my eyes than is violation of Rule H. I have no sympathy with such a man, and I don't believe in the L. A. W. abdicating, in whole or in part, its position as arbiter of all cycling matters in the United States of America to anybody, and especially to the A. C. U.—GEO. E. BLACKHAM in *Bi. World*.



THIS IS THE MONTH  
THAT WE ARE RUNNING RECENT TESTIMONIALS.

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YOU WILL NOTE A DIFFERENT ONE IN EVERY CYCLING PAPER.

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Here is an Editorial Comment from the *American Wheelmen* for May, '86.

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The foregoing is an honest unpaid for opinion of an expert who knows what he is talking about.

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### A GRAND OPPORTUNITY.

As will be noted in our news columns, the Board of Officers of the New York State Division held a meeting in this city last Monday night, and took a decided stand on questions of national importance. We have been so wearied with this racing question, that we regret to again trespass upon the good nature of our readers, but some important developments have come to light within the past few weeks, which put an entirely different complexion on the matter. The subject is so complicated that we scarcely know from which side to approach it.

As our readers are well aware, the question just now agitating cycledom is: shall the League abandon racing to the A. C. U.? This association, born in spleen, and supported by what have been called "mugwumps" has discarded its swaddling clothes, and by a sort of fairy bean-stalk growth, has become an organization of importance. With commendable enterprise, its legislative machinery

was set in motion, and now the association asks the League to give up all control of racing and confine itself to touring, etc.

\* \* \*

There are doubtless many people who think that the League should give up racing, and from the ambiguous statements which have from time to time appeared in the organ of the Racing Board, it was supposed that that body was about to recommend such a step. But when it comes down to the hard pan of yes or no, it is another matter. We doubt if those who have so long been identified with racing under League rules, will care to see the parent organization step down and out. There is a deal of *esprit du corps* among League members, and if the action of the New York Division is any sign of the times, we doubt that the League will ever abandon racing. And notwithstanding the elaborate Constitution and By-Laws of the American Cyclists Union, we think this would be a wise decision. It is true that the makers' amateurs have been relegated to a promateur class, but the genuine maker's amateur, as we have seen him this Spring, is not worthy even the consideration due to a professional. The A. C. U. defines a promateur as one who violates the amateur definition by receiving expenses. But this term, while it may cover a multitude of items, can never include the payment of a weekly salary, so that under the present promateur definition of the A. C. U., the men for whose especial benefit this association was started, should be declared professionals, and if this were done, we fail to conceive what difference there would be between the L. A. W. and A. C. U. regime.

In voting on the amendments which will shortly come before the Board, we commend the action of the New York Board to other State Divisions. True, we are awfully conservative in Gotham, having but one or two fast men to look after, but State Divisions will remember that this whole trouble is local with Massachusetts and Connecticut.

\* \* \*

But here is a grand opportunity for the League. At the New York Board meeting, much as we admired their determination not to abandon any of their prerogatives, we could not agree with the manner in which a certain proposed amendment was received. It provided for the substitution of a new amateur definition, more liberal than the old; it provided for the abolishment of Rule H. If the League wishes to control racing, it must make its methods popular with racing men, or it will fail. The present amateur rule is not what it should be, and Rule H should be radically changed. As we predicted a month ago, the League would not feel the loss of a quintette of fast men. Already new men have sprung up within the ranks of the League, and to keep these

men, some concessions must be made. If a man is fast, he wants to attend this, that, and the other meet. That costs money, and if a maker will pay it, the probability is that the man will not resist such a strong temptation. On the other hand, there are plenty of clubs who are willing to secure the presence of a fast man, by the outlay of hotel and travelling expenses. By allowing the clubs to pay the expenses of crack men, three objects are gained. Firstly, the club is under the jurisdiction of the League, and any attempt to pay what are not considered legitimate expenses, can be summarily dealt with by the League. Secondly, the racing man is not open to offers from manufacturers, unless he intends to make a business of racing, in which case, the sooner he is sat on the better. Thirdly, the fast man will not be restricted to his own city, but may travel to distant meets, thus helping the clubs, and indirectly the League, by attracting a large "gate." Under this regime, a few fast men will be enough to go round, so to speak. We have heard prominent wirepullers, by which we mean legitimate wirepulling, say that when the present bubble bursts, important and liberal innovations will be made. But now is the time, or never. It is good policy to open shop with an attractive line of goods.

But how may these reforms be accomplished? What concessions would you make? Substitute the amateur definition which we have hammered at so long, and which will shortly come before the L. A. W. National Board for decision one way or the other, and abolish Rule H., or, at least substitute something less ironclad. Here is the definition referred to, and our explanation thereof:

An amateur is any person who has never raced nor exhibited his skill for a public stake or purse, or for gate money, or under a false name, or has backed or allowed himself to be backed in a public race.

The important consideration referred to above is the purification of the amateur race path; the separation of those who are known to be dishonest from those who are supposed to be honest; to remove from the amateur any temptation to rope or in any way malt or mislead each other or the public. Listen to some of the unquestioned things that may be and are done under the present definition. A man may back or allow himself to be backed either publicly or privately. He may delude the handicapper by riding below his form. He may race for a new hat, a new bicycle or a thousand dollars worth of silverware. Will any one tempt to say that the man who races for a new bicycle or a new suit of clothes, is doing it for sport's sake. Is he not as avaricious as the man who rides for money, but is not allowed to admit it by reason of ridiculous restrictions? Who of us having any acquaintance with racing men, can select one out of any ten, who can be safely set up as one who does not care whether he wins a laurel wreath or a tandem tri-cycle? The men who ride for "sport" only—in its literal sense—are few and far between. The majority, the very large majority ride for "sport" and all they can get besides. It is human nature, and the word amateur in its present form is a misnomer. If a racing man is a gentlemen, it should be enough to



satisfy us of the present day. And yet how many real gentlemen might we find among this long list of suspensions, and how many unworthies left unscathed. The definition we have proposed is quite sufficient for the purification of the racing path. If a man is not racing for gate money, or for a stake, or purse, and is not backing, nor allowing himself to be backed, he has no temptation to "rope," "hip-podrome," or otherwise act dishonestly.

\* \* \*

Of course, we have but little hope that anything we may say will be of any use, for the League has unfortunately suffered, by confiding its racing interests to one whose many admirable traits are negated by a disposition to neither consider or accept the suggestions of other people. However, we have set forth in plain language, stripped of the highflown verbiage with which editors often smother a good idea, what we feel certain will be a wise policy. Whether the League or its racing Board will still persist in blundering on, remains to be seen.

## MESSRS. BECKWITH AND HILL IN COURT.

CASE POSTPONED UNTIL SEPTEMBER 22D.

The preliminary hearing of Renton versus Beckwith and Hill, took place at Port Richmond last Friday. Several members of the Citizens' Bi. Club accompanied the Doctor and the Ex-Chief Consul, to witness the proceedings. At 10 a. m. promptly, the magistrate, Lot C. Alston, a good-looking good-natured young fellow, called the case. The plaintiff was represented by Howard A. Sperry, the defendants by Mitchel Laird and John C. Gulick, of this city, and Charles Frost, of Peekskill. The defendants' counsel asked for separate hearings, which were granted, the People vs. Hill, being first called. The court-room was newly built, and also served as a piano and organ, and real estate agency. It was a dark stuffy apartment. Justice was enthroned in a newly painted box, and the spectators, witnesses, and lawyers, were ranged across the room on wooden chairs. Two stenographers reported the proceedings verbatim.

The case opened with the reading of the complaint, which was as follows:

STATE OF NEW YORK, }  
COUNTY OF NEW YORK, } ss.

Daniel H. Renton, being duly sworn, says that he resides in the city of New York; that on the 9th day of April inst., at West New Brighton, Richmond County, New York, Edward F. Hill, G. C. Brown, N. Malon Beckwith, S. Terry, and T. J. Kirkpatrick did falsely, maliciously, and scandalously frame, make, and compose in a certain false, scandalous, and libelous writing of and concerning and against the said Daniel H. Renton, to the purport and effect following to wit:

"TO THE EXECUTIVE COMMITTEE, L. A. W.:

Whereas, It has been brought to the knowledge of the Membership Committee that Mr. D. H. Renton has, by threats and intimidation, prevented a member of the Board of Officers from exercising the duties of his office in connection with said Board, in that he has written said officer that his presence in this city would subject him to arrest on charge of criminal libel; and, whereas, protest is made to this Committee requesting the expulsion of Mr. Renton, on the ground as stated," etc., etc., etc., and with intention to scandalize and disgrace the said Renton, and bring him into contempt, infamy and disgrace, the said Edward F. Hill, G. C. Brown, N. Malon Beckwith, S. Terry, and T. J. Kirkpatrick, did afterward, on the 9th day of April, 1886, at and in Richmond County, New York, openly deliver and publish to William A. Sloan, and many others, the

false, scandalous, and libelous writing in a certain paper known as the L. A. W. BULLETIN, the official organ of the League of American Wheelmen, and did send them to many persons, in said Richmond County by mail.

Subscribed and sworn to }  
before me, this 14th day } DANIEL H. RENTON.  
April, 1886 }  
Lot C. ALSTON,  
Justice of the Peace.

Mr. Mitchell immediately moved to dismiss, on the ground of no jurisdiction, the affidavit having been drawn in New York City, and the complainant having been a resident of New York City when the alleged libel occurred. After each side had fired several sections of the penal code at the Justice, he ruled that the complaint might be amended, which was done, so that it read: "a resident of Port Richmond" instead of New York. Dr. Beckwith was the first witness sworn. Before answering any questions, he was instructed by the Court, on request of his consul, that he need answer no question tending to criminate himself. Mr. Sperry questioned him, and learned that he was a resident of New York City, and was aware of the existence of the *Bulletin*. The following questions were asked and objected to; objection sustained: "Were you at the meeting of February 22d? "Who authorizes the publication of the *Bulletin*?" The prosecutor then abandoned this witness in despair, and called John C. Gulick to the chair. Mr. Gulick testified that he had been present at the Board meeting. Here the stenographer's verbatim report was offered in evidence, and that part containing the alleged libel was accepted.

The prosecution then outlined its case. It was their intention to first prove malice, and for this purpose counsel commenced with the story of the Scranton meet. This was ruled out as immaterial, and having been shut off at several different points, he made a new tack. Messrs. J. W. Cole, cool and collected, and W. A. Sloan, crotchety and amusing, both sometime members of the now defunct Richmond County Wheelmen, were successively called to the witness chair. By them it was proven that the *Bulletin* had a circulation in Port Richmond, which the prosecutor claimed was sufficient proof that Renton had been libeled, by being held up to contempt in his neighborhood.

Mr. D. H. Renton, the plaintiff, was then called to the stand. Mr. Sperry started out with the question: "Did you ever write an officer of the League a threatening letter?" This was objected to, and ruled out as a leading question. Upon further investigation, it appeared that he had written two or three letters to Mr. Hill. In the first letter he asked for a copy of the charge on which he was expelled, in the second he wrote for the name of the person who thus charged him, and in the third he made a denial and explanation of the charges. He had also written a letter to Mr. Aaron last year. His consul then requested Mr. Hill to produce the famous letter, but he had left it at home.

Mr. Gulick was again called to the stand. He testified that he had been present at the Board meet, and that Mr. Hill was present. "Could he tell how Mr. Hill voted?" "No," he could not, as he was fully fifteen feet away from Mr. Hill, and furthermore, the vote was taken by acclamation." "Was any vote taken authorizing the publication of the minutes of the meeting?" "No, it was the usual thing." A very important point hinged on this point. The prosecutor claimed

that Mr. Hill, by the mere fact of not voting against Renton's expulsion, criminated himself. The defendants claimed that both Doctor Beckwith and Mr. Hill favored giving Renton a hearing. The stenographer had recorded the vote as "unanimous," but it could not be proven whether Mr. Hill favored it or not. The Judge ruled that the mere fact of Mr. Hill not recording his vote in the negative, did not imply that he consented to the motion. Nothing would suit the prosecutor, however, but an adjournment to take the testimony of E. M. Aaron. Mr. Gulick having testified that the stenographer reported the meeting, and forwarded his minutes to Mr. Aaron, lawyer Sperry insisted on the presence of the stenographer. The Court then directed that Mr. Downs be telephoned, and a delegation adjoined to a neighboring drug store, to witness that important ceremony. A gentleman present telephoned to his New York office, from which place a messenger was sent for Mr. Downs to come to the telephone. Meantime the court recessed for an hour—from one till two p. m.

At the hour of reassembling, all the interested parties had reappeared, fortified with lunch. A message from the drug store that Mr. Downs was at the New York end of the telephone caused a flutter, and another delegation visited the pharmacy to talk to him. After a quarter of an hour's converse, during which the much-talked-about cute telephone girl, displayed ignorance and impenetrability of stupendous proportions, it was learned that Mr. Downs had destroyed the original minutes, and that he could not come down to testify. Thereupon an agreeable member of the "Cits," whose modesty alone prevents us from mentioning his name, hastened to New York after the reluctant Downs. Pending his return, the assemblage amused itself in various ways. Chairs were brought out in front of the court room, and the party occupied the sidewalk during the long afternoon. The stenographer also amused the crowd with choice selections on piano and organ.

At 4.30, the affable gentleman referred to above returned, after a vain attempt to induce Mr. Downs to leave business to testify. The court then reassembled, and the case was postponed till September 22d.

## RACING AT ROCHESTER.

Genessee Club's Tournament.—The fourth annual meet was held at Rochester, N. Y., July 22, at the Rochester Driving Park. Return—Mile amateur race, H. S. Kavanaugh, Cohoes, 1st, 2.50½. Mile novice heat race—H. P. Sinclair, Jr., Corning 1st, in 3.12 and 3.18½. Mile, 3.10 class—E. P. Cochrane, Le Roy, 1st, in 2.53. Half mile, L. A. W. championship—C. E. Titchener, Binghamton, 1st, in 1.20. Two-mile Western State championship—E. P. Cochrane, 1st, in 6.25. Boys' quarter mile race—Burt Kenyon, 1st. Three-mile club championship—J. G. Elbs, 1st, in 10.17. Mile handicap—E. P. Cochrane (60 yds.) 1st, in 2.57½; A. B. Rich (scratch) 2d. Five mile race—H. S. Kavanaugh, 1st, in 15.54. Consolation race—A. B. Rich, New York, 1st, in 3.11½. During the meet Wilford S. Barber rode to beat the unicycle mile record and succeeded. His time was 3.51.

Send five cents for copy of the *American Wheelman*, St. Louis, Mo., the brightest best. Fifty cents per year.—*Adv.*



## WHEELING WHEELMEN ROAD RACES.

The road races and hill-climb, given under the auspices of the Wheeling Wheelmen and management of Wilbur S. Wright, Captain of the club, were run on July 13th and 14th, over the well known Wheeling-West Alexander route, which is the finest in the Ohio Valley. The hill-climb was up Fulton Hill, at the north end of Market street. At 1.20 P. M., on the 13th, the contestants in thirty-miles race began to show up at the corner of Eoff and 16th streets, and at 1.31.15 the word "go" was given by C. R. Tracy; J. G. Dillon acting as timer. The forms that vanished up the smooth surface of Sixteenth street were W. D. Banker, Captain of Allegheny Cyclers; L. A. Beall, Wheeling Wheelmen; Chas Sirell, Keystone B. Club, Pittsburgh; Chauncey Dewey, of New York; F. J. L. Hupp, Wheeling Wheelmen; and Wilbur L. Wright, Captain of Wheeling Club. At the end of Sixteenth street, Dewey took a header, and at Fulton one of his pedals came loose and threw him out of the race. Three miles out, Hupp declared himself out, when Wright, who went in to fill up the list, took fifth place and followed the oscillating form of Dewey till the twelve mile post was reached. Here Dewey took cramps and Wright went into a farm house and ordered dinner. The turn was made at the same time by Banker and Beall, with Sirell a mile behind.

The second race of the day was started from the turn of the thirty mile race, at 3.03 P. M., with finish at Wheeling. The starters were L. E. Sharp, Allegheny Cyclers; F. S. Morrison, Wheeling; Dr. Charles E. Mason, President of Wheeling Wheelmen. It is but justice to Mason to say that he went in to fill up the entry list, and with the determination not to come in first. He stopped at the Stanun House, four miles from Wheeling, and waited for Wright, the hungry man, to come up, who put in an appearance with a half loaf of bread in one hand. The first man to show up was Banker. Time for 30 miles, 2h. 52m. 30.; Beall, 2h. 56m. 45s; Sirell, 3h. 16m. 45s.; Dewey, 3h. 42m.; Wright, 3h. 51m. 15s. First man in 15 mile jaunt, Sharp, 1h. 29m. 45s.; Morrison, 1h. 32m.; Mason, 2h. 20m. 30s. At the beginning and finish the streets were crowded with eager spectators, and as the men appeared, cheer after cheer rang through the noisy din of the Nail City. After supper the wheelmen met in the parlors of the McLure House, and witnessed the bestowal of the various prizes, after which numerous short runs were enjoyed, and several went out to try the hill.

At 10 A. M., the 14th, a large crowd, at least several thousand in number, were anxiously watching on Fulton Hill for the flag to drop. This hill cannot be beaten for a contest, as the grade is just long and steep enough to shut out poor riders, and give the good ones a chance to display some staying powers. It measures from base to top 2,395 feet, with an average rise of one foot in eleven. Banker again took the first cake out of the basket, with John V. Stepenson, of Greensburg, Pa., a very close second, and a sure first if he had been riding his own wheel, instead of one four inches too small. Will F. Lewis, of Johnstown, Pa., was a good third, and F. J. S. Hupp fourth. Sharp, of Allegheny, tried the hill, but failed, owing to a strange wheel. This ended the two

days races, and very successful races too.

The Wheeling Wheelmen are getting things in shape for some track racing in September, during the State Fair. Since the races L. A. Beall fell and broke his left arm below the elbow.

"L."

## THROUGH ENGLISH SPECTACLES.

"Among the usual consignment of world's records from America this week comes one of a day's road ride by a hitherto unknown gentleman of the name of Hollingsworth. This young man, according to the 'Boston Herald,' has ridden 281 $\frac{9}{10}$  miles in 21 hours and 23 minutes actual riding time, or 24 hours gross. In other words, Mr. Hollingsworth kept up a pace of something over thirteen miles an hour for nearly 21 $\frac{1}{2}$  consecutive hours, which is a statement which, carefully and judiciously imparted to an ordinary marine, might possibly find a non-sceptical ear. But even supposing the time and distance to be fully established facts, the value of the 'world's road record' will be properly estimated when it is known that it was captured over a carefully selected circle of road, which had to be traversed at least fifteen or sixteen times to complete the distance, while our poor, played-out English road rides have to be undertaken in such a manner that no inch of ground is traversed more than twice."—*Bicycling News*

We have had frequent occasion to hold up for the edification of the great American intellect, the completely demoralizing and monomaniacal effect of that dread disease, Yankeeophobia. The ethics of Yankeeophobia are well known. All foreigners are more or less subject to it, but in the Englishman, it manifests itself in the most rabid form. It is much affected by the *blase* English editor, and any one whose unfortunate province it is to read the produce of this worthy institution, can easily recognize the symptoms of the disease.

In the above paragraph, which comes from the "trenchant pen" of G. Lacy Hillier, we can read a sad case between the lines. Notice the nickle-plated irony in the opening line. What exquisite play on the word "consignment;" and then the belittlement of: "a hitherto unknown young gentleman." Mr. Hillier should have said young person, and not credited Hollingsworth with being a gentleman, until the Governor of Indiana forwarded an affidavit to that effect.

Ponder over these mildly deprecatative combinations: "judiciously imparted;" "fully established;" "properly estimated;" "carefully selected." If Mr. Hillier and his "trenchant pen" and his omnipresent and colossal "I" were judiciously ducked in an "ordinary marine," with decayed vegetable accompaniment, he might be withdrawn in a condition to carefully consider an American "item" from a rational stand-point. There is only one hope for Mr. Hillier, and that is a curative visit to this "land of liberty." Happily for him, we have been told—by Mr. Kennedy Childe—that he will slip across the pond this Fall. "Tis a consumation devoutly etc."

P. S. Another Symptom—From the "trenchant pen" of G. Lacy Hillier, flows another paragraph, which corroborates our diagnosis. We reproduce it.

Hendee has been at it again, and has announced his belief that he can make the mile record very near 2m. 30s., in which Rowe acquiesces. We know Hendee's modesty well by this time, and in the next batch of American papers we fully expect to find he has got below that time, if anything; but he will not be accompanied by Rowe, for it must be remembered that his modesty forbids him to make records when any other man is racing by, the presence of any other competitor on the track invariably reduces his performance to that of a second-rate man.—*Bicycling News*.

## THE LEAGUE WILL NOT GIVE UP RACING.

THE NEW YORK DIVISION PUTS ITSELF ON RECORD.

An important special meeting of the New York State Division Board was held at the Grand Union last Monday evening. As our readers are aware, it has been proposed to make several important changes in the League By-Laws whereby the national organization would entirely withdraw from racing. These amendments will shortly be presented to the National Board for action, and the above meeting was called that the Division might put itself on record. Another question which came up was the appeal of Mr. Ducker.

The chair was occupied by Chief Consul Bidwell, who stated in detail the objects for which the meeting was called. Mr. Luscomb moved that the questions be taken up seriatim. The first amendment provided for the striking out of Art. V., Sec 4, for a new amateur definition, for the striking out of Rule H, and the reinstatement of those men who had been unable to have their certificates of innocence signed. The exact changes proposed can be best understood by referring to the *Bulletin* of May 21st, which contains the Constitution and By-Laws. Mr. Gulick moved that the Division vote "No" on this amendment, when it comes before the National Board. Carried unanimously.

Amendment number two provided that the following portions of the By-Laws be stricken out: Art. II, Sec. 2; Art. III, Sec. 1, relating to the Committee on Racing, and Art. III, Sec. 5. By striking out these sections, the League would withdraw from all jurisdiction over that branch of the sport. Mr. Gulick again moved that the Division oppose these changes. Letters were received from Dr. Blackham, Dr. Butler, H. J. Gallien and F. B. Graves, all of whom emphatically believed that the League should give up none of its prerogatives. The motion was unanimously carried.

The third amendment proposed to strike out Rule H, the reinstatement of the suspended men, and the substitution of a new and more liberal definition. These changes were negatived unanimously, and without discussion. Mr. Luscomb created quite a breeze at this point by declaring that these amendments were improperly called. He would examine into the matter, and if he found no reason to change his opinion he would contest the legality of the vote.

The last question was the appeal of Mr. Ducker from President Beckwith's action. For the information of the meeting, the Secretary read Dr. Beckwith's letter in the *Bulletin*, replying to Mr. Ducker's claims of unfairness, etc. Mr. C. K. Alley moved that the Division sustain Dr. Beckwith in his action. Carried unanimously.

Upon motion by Mr. Luscomb a committee consisting of Messrs. Gulick and Luscomb then drew up the following resolutions, which were subsequently adopted:

At a special meeting of the Board of Officers of New York State Division, held at the Grand Union Hotel, New York, on Monday, July 25th, it was

*Resolved*, That it is the sense of the Board that we are opposed to the proposed amendment: "That the League strike out from its By-Laws all matters pertaining to racing, and confine itself to touring and legislative work, and such other matters as are deemed for the best interests of the wheelmen of America."



*Resolved*, That it is the sense of the Board that we are opposed to striking from the By-Laws Section 3, Article II, and to striking out "Committee on Racing, to be called the Racing Board, in subsection a, Section 1, Article III," except the Racing Board, and Section 6, Article III, and Rule H, of the rules of the Racing Board; and that the Racing Board be requested to reinstate all those men who failed to fill out the certificates furnished them by the Racing Board; it being the intention of this Board to record itself against above proposed changes.

*Resolved*, That it is the sense of this Board, that the action of the President of the League in removing the Chief Consul of Massachusetts be sustained.

## THE PROPOSED AMENDMENTS ILLEGALLY CALLED.

NEW YORK, July 27th, 1886.

*Editor of THE WHEEL*:—So far as at present disclosed, there does not seem to be any authority for the mail vote called on the "racing" and "amateur" question, in the L. A. W. As three of the matters, supposed to be submitted, purport to be amendments of the By-Laws, compliance with Sec. I, Art. VIII, is necessary to give the action validity. The vote not being at a meeting of the Board, must be submitted by "the President and Secretary," (but the questions at issue do not appear to be so submitted,) or, an appeal may be taken "from the action of any business meeting," (but there is no statement that this vote is such an appeal, nor any indication or intimation that it is intended as an appeal from anything in particular.)

With the exception of the appeal from the action of the President in removing the Chief Consul of Massachusetts, the attempted mail vote is irregular, without warrant from the By-Laws, and would effect nothing, even if it prevailed.

CHARLES S. LUSCOMB.

## TROY BICYCLE CLUB RACES.

The annual race meet of the Troy Bicycle Club was held at Rensselaer Park last Friday afternoon. The day was enjoyably cool, and there was but little wind to annoy the competitors. The attendance was small.

One mile handicap—H. S. Kavanaugh, Cohoes (scratch), 3.01 2-5; A. F. Edmans, Troy (50 yards), by a few lengths; A. P. Dunn, Troy (30 yards), third. Nine others started. Kavanaugh had ridden into first place at the half-mile, and from this point to the finish he was closely pushed by Edmans and Dunn.

One mile handicap—A. F. Edmans (scratch), 2.08 2-5; J. Smith (50 yards), second; G. R. Collins (50 yards), 0; A. P. Dunn (scratch), 0.

One half mile heats, horse vs. bicyclist—W. J. Morgan, champion of Wales, won in two straights; times, 1.30, 1.32.

Five mile match race, between W. M. Woodside, and the trotter Kittie F. In this race, the trotter was the favorite, odds of \$50 to \$25 being offered. Woodside shot ahead at the start, but Kittie whooped her along down the back stretch, and was level at the half mile. Urged by the shouts of the spectators, to which Kittie seemed very susceptible, she made a gap of several lengths, and finally won in 16.32; Woodside, 16.35 1-5. It was hinted that the Kittie's win was a piece of gallantry on Woodside's part. He has challenged the mare to another race, to come off within six days, but this time, having proved ish inferiority in the last race, he will win.

## \* 861 MILES IN FIVE DAYS.

Mr. G. P. Mills, of the Anfield Bi. Club, has just accomplished a road performance, which is a distinct advance on all previous "fast rides." Mr. Mills started on a bicycle from the Land's End Hotel, at midnight, on Sunday, July 4th, in an attempt to beat the Land's End—John o' Groats—record, in which he was successful, completing the journey in 5 days, 1 hour, 45 minutes, beating record by 1 day, 6 hours, 40 minutes. On the entire trip, Mills progress was recorded by checkers, and different acquaintances accompanied him for short stretches. The different stages of the journey was completed as follows:

DATE.	ARRIVED.	MILES.	ELAPSED TIME.
July 5,	Bodwin.	60	5h. 45m.
" "	Exeter.	121	12h. 55m.
" "	Cross.	179	19h. 55m.
" "	N'r Gloucester.	215	24 hours.
" 6,	Gloucester.	15	2h. 30m.
" "	Worcester.	39	5h. 45m.
" "	Anfield.	139	17h. 09m.
" "	Garstang.	180	22h. 15m.
" 7,	Kendal.	35	4h. 00m.
" "	Carlisle.	85	10h. 30m.
" "	Biggar.	150	20h. 00m.
" "	Granton Ferry.	185	23 hours.
" 8,	Perth.	27	8h. 55m.
" "	Athole.	62	13h. 30m.
" "	Kingussie.	100	21h. 21m.
" "	Carbridge.	121	23h. 55m.
" 9,	Dingwall.	35	7h. 00m.
" "	Holmsdale.	99	17h. 45m.
" "	Wick.	141	22h. 30m.
" 10,	John o' Groats.	160	25h. 45m.

The ride was attended with a succession of down-pours, wind storms, and by freezing weather. The record breaker describes the cold as "simply awful, and the whole crew like icicles." Think of it, ye sweltering Americans, in July! Mills is twenty years of age, and has been riding for several years. He is *not satisfied*, and thinks he can average 200 miles a day.

## THE A. C. U. FINALLY ORGANIZED.

After the tinkering always necessary with the Constitution and By-Laws of a new association, the A. C. U. has at last got down to a working basis. The rules and regulations have been revised and re-revised, and it is possible that they will remain as they now stand till March next, when the annual business meeting will be held.

The country has been divided into five racing districts, as follows:

District No. 1, to be known as the Eastern District, composed of the New England States and the Dominion of Canada.

District No. 2, to be known as the Atlantic District, to be composed of the States of New York, Pennsylvania, Delaware, Virginia, New Jersey, Maryland, North Carolina, South Carolina, Georgia, Florida and the District of Columbia.

District No. 3, to be known as the Central District, composed of the States of Ohio, Indiana, Illinois, Michigan, Wisconsin, Iowa, Minnesota, Kansas, Nebraska, and Colorado, and all Territories east of Rocky Mountains not included in any other district.

District No. 4, to be known as the Southern District, composed of the States of Alabama, Mississippi, Louisiana, Kentucky, Tennessee, Missouri, Arkansas, Texas, and Indian Territory.

District No. 5, to be known as the Pacific District, composed of the States of California, Oregon, Nevada and all Territories west of the Rocky Mountains.

There are to be three important committees—on membership, on racing (to be called the Board of Review), and the executive committee. To these committees are referred

all matters under their jurisdiction. The Board of Review is to consist of fifteen members, three members of the Board to be appointed from each racing district, who will constitute a District Board for such district. The President is given authority to appoint all committees but the executive, which is elected by ballot.

The provisions for membership have been somewhat changed. Clubs may obtain membership upon the payment of an annual fee of \$10; unattached riders shall pay 50 cents, and track associations, other than cycle clubs, shall pay \$20 annually.

## WHEELMENS' ILLUMINATED PARADE.

St. Louis will be virtually given over to the wheelmen on October 1st, 2d and 3d. On the 1st will occur the much talked of, illuminated parade, and from the 1st to the 3d the interstate meet will take place. The St. Louis wheelmen extended a cordial invitation to the wheelmen of America, coupled with the promise of such a time as only our Western friends can get up. We can only guess what the St. Louisians mean by an illuminated parade, but we have an idea that the burning of Moscow and the Chicago fire would be small onions alongside the Western fixture.

We append the eloquent letter of the Secretary of the parade, Mr. W. M. Brewster, without further remark than that the breeziness of St. Louis and the St. Louisians would be a refreshing experience to our Eastern wheelmen.

"It is the earnest desire of the Missouri Division L. A. W. in general, and the St. Louis members in particular, to have as many visiting wheelmen in St. Louis, on this occasion as possible. Aside from the entertainment to be provided for the wheelmen, and which we assure you will be complete, there will be other attractions connected with the famous autumnal festivities, for which St. Louis is so justly celebrated, to make it worth any one's while to journey this way at the time named. If you can do anything to bring this meeting prominently before the wheelmen of the country, through the columns of your paper, or personally to your friends, such assistance will be fully appreciated. You may safely assure your readers that St. Louis' reputation for genuine hospitality will not be allowed to suffer on this occasion, and those who attend will be taken care of with all that the term implies."

## A CHANCE FOR HILL-CLIMBERS.

*Editor WHEEL*:—On Saturday afternoon August 14th, at 4 p. m., the Orange Wanderers will give a hill climbing contest up Eagle Rock Hill. The event will be open to all L. A. W. members, first prize being awarded to the competitor making the fastest time, while suitable trophies will be given every rider reaching the top without a dismount.

We hope that this method of awarding prizes will encourage many entries; the racing men can fight it out among themselves for the winner's prize, while anyone may take his time and try for one of the successful climbers trophies. Entries close Tuesday August 10th, and with 50 cents entrance fee, should be sent to E. P. Baird, Brick Church, N. J.



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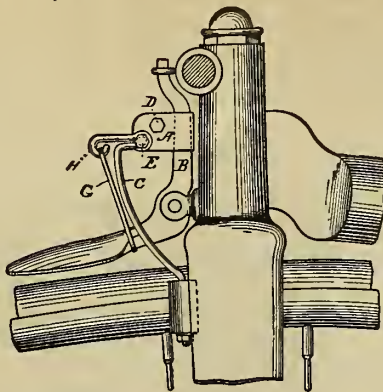
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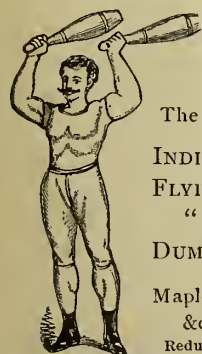
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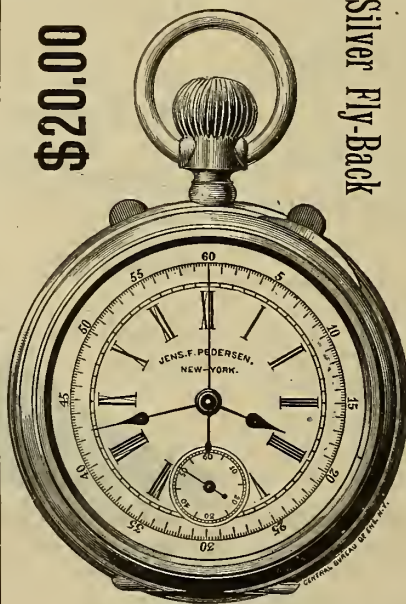
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## WHERE IS THE LEAD?

Once upon a time a poor boy came to New York. Being economical and ambitious, he saved his pennies till they became dollars. Then what did he do? Did he buy a fast trotter? No. Did he plunge on the horses? Wasn't any. Probably he painted the town? Not much; he simply started a restaurant down town, and gave the best dinner in New York for fifty cents. Other poor boys came and started restaurants with novel inducements, but our hero kept on the even tenor of his way, supplying the best meal at fifty cents. Years rolled on, though they are not wheelmen. Our hero's bank account grew stout, for he was still supplying the best dinner in Gotham for fifty cents.

The scene changes. There is a thing called the Lead, which men continually fight for. To have and to hold it means prosperity. We are not egotists, but lately, with a daring we had never credited to ourselves, we began to think we must be entertaining the Lead, or at least something very much like it. Haphazard, and without having made any extraordinary effort to collect our news, we compared the issue of THE WHEEL of July 23d with the issue of our contemporaries of the same day. The result is invoiced below:

### Bulletin, July 23d.

July 5, Binghamton Races.  
June 24, Detroit Races.  
July 3, Hagerstown Meet.  
<sup>1</sup> July 5, Springfield Road Race.  
July 20, McCurdy's Ride.  
July 17, Dr. B.'s arrest.

### Cycle, July 23d.

July 20, McCurdy's Ride.  
July 16, Blue Nose Tour.  
July 5, Hagerstown Meet.  
<sup>2</sup> July 10, Orange Wanderers' Race.  
July 5, Wilmington Races.  
July 3, Speechly's Records.  
July 17, Dr. B.'s arrest.

### Bicycling World, July 23d.

July 20, McCurdy's Ride.  
July 17, Dr. Beckwith's arrest.  
July 20, Perry's Road Record.

### THE WHEEL, July 23d.

July 17, Dr. B.'s arrest.  
July 15, 16, 17, Southern Meet.  
July 17, Cincinnati Race Meet.  
July 5, Binghamton Meet.  
July 16, Blue Nose Tour.  
July 3, Speechly's Records.  
July 3, English Pro. Record.  
July 3, English Tricycling Championship.  
July 3, Irish Championships.  
July 5, Hagerstown Meet.  
July 12, Postponement Interstate Races.  
July 20, McCurdy's Ride.  
July 20, The Bull and the Bicycle

<sup>1</sup> Appeared in THE WHEEL July 9th.

<sup>2</sup> Appeared in THE WHEEL July 17th.

The Boston papers reported Perry's record, but this was a local event. But we out-Bostoned Boston with the earliest report of "The Bull and the Bicyclist," which occurred on the Brighton Road. In THE WHEEL of July 16th, the following reports were published, none of which have yet appeared in the three papers named: Scottish championship, One mile tricycle record, Illinois Division Meet and the National Cyclists' Union Meet. If we are in error in any of our statements, we hope it will not be attributed to malice.

So, to return to the first part of our story, once upon a time there was an editor, who served the best literary meal at a dollar a year. Time rolled on, and other editors in-

troduced catchy clap-trap innovations, but our editor kept serving up the best literary meal at a dollar a year. Whether his purse grows plethoric remains to be seen, but that it should become apoplectic, we are willing to admit.

## NEW YORK ROAD REPORTS WANTED.

### TO NEW YORK STATE MEMBERS:

The Touring Committee is desirous that the long-talked-of Road-Book shall be issued at as early a date as possible with accuracy and completeness.

The work of compilation has been progressing steadily for the past four months in a most satisfactory manner, but while some sections are pretty fairly reported others are entirely unreported. The Committee, therefore, urges every member of the Division to send *immediately*, all definite and reliable information obtainable concerning roads and routes either in this State or contiguous thereto.

Reports should be as complete and descriptive as possible to enable the Committee to properly classify the quality of the riding. They should contain the names of all towns and villages, the distance between each, material of road, mentioning side-paths if used, description of grades, quality of riding, directions, turns, etc., to follow road, names of and location of best hotels, objects and points of interest, etc. All information should be reliable and not guesswork.

Information is particularly wanted about the following localities, viz.: Clinton County, Franklin County, St. Lawrence County, Lewis County, Saratoga County, Ulster County, West side of Hudson River from Albany to New York, Albany to North Adams, Mass., directions for passing through Albany, North and West, Albany to Lake George and Saratoga, Ogdensburg and vicinity and through routes South and East, Watertown and vicinity and through routes North and South, best route from Attica to Warsaw. No matter how little information you may have, if reliable, send it in at once, as it may be a connecting link between two important places or routes. All information should be sent to

A. B. BARKMAN, *Chairman Touring Committee*,

No. 608 Fourth Ave., Brooklyn, N. Y.

## THE HARTFORD BICYCLE RACES.

### PROGRAM FOR THE TWO DAYS' MEET IN SEPTEMBER.

The program of the bicycle races at Charter Oak Park, September 8th and 9th, is announced as follows:

*First day*—One mile bicycle, 3.10 class, amateur; one mile bicycle, 2.40 class, promateur; three-mile bicycle, open, professional; one-mile bicycle, A. C. U. championship; one-mile bicycle, handicap amateur; fancy riding; one-mile tricycle, open, promateur; three-mile bicycle, open, amateur, one-mile bicycle lap race, promateur; one-mile tricycle team race, amateur.

*Second day*—One-mile bicycle handicap, Hartford Wheel Club; three-mile tricycle, open, promateur; one-mile bicycle, handicap, professional; one-mile bicycle open, amateur; one-mile bicycle, open, promateur; five-mile bicycle lap race, professional; two-mile tandem tricycle, amateur; five-mile bicycle, open, promateur; five-mile, League American Wheelmen, state championship, amateur; consolation race.

## "WHEN WILL X. M. MILES ON A BI BE ISSUED?"

When from Eastport to the Golden Gate,  
Our country roads shall all be "nickle plate";  
When Stevens shall have found the far North Pole,  
And through Sahara's sands swift wheels shall roll;  
When Karl's subscribers shall be dead and buried,  
Their children's children come of age and married;  
When Disappointment shall have conquered Hope,  
And Victor wheels be made by Col. Pope;  
When Blaine shall come to rule fair Erin's Isle,  
And tandems run a minute to the mile;  
Then, oh, then—perhaps,—if naught should brook,  
Some unborn cyclist may behold the book.

"SUBSCRIBER" in *Wheelmen's Gazette*.

## THE AGE OF ANIMALS.

An original investigator into the average age attained by different species of the animal kingdom, has just published the result of his researches. He finds that a horse lives twenty years, though a canal mule has been known to inhabit this valley of tears and eighteen karet profanity for sixty-two years. An elephant averages nearly 300 years, and swans have been known to live something over three centuries; turtles have also been known to live 200 years.

At a casual glance the importance of these deductions might not be apparent, but a vast field has been opened by this scier tist, and it is to be hoped he will persevere in his researches. There is the boarding-house spring chicken, for instance. What a theme for the delectation and investigation of the antiquary. Leverrier located the planet Neptune by mathematical demonstration, and we deny that the average age of this interesting bird can not be discovered. Then there is the Texas steer—steer clear, it should be—from which mine hostess manufactures the deceptive beef-steak.

We have no doubt that many a boarding-house young man has masticated the wing of a stately swan, of the time of Queen Anne, or the landing of the Pilgrims; and yet these historical birds are served up under the generic title of spring chicken! We have the most vivid recollection ourselves of a painful struggle with a sirloin that might have galloped in the streets of ancient Troy.

There is one consolation, however; a man may gratify his mental and physical longings at the same time. He can, for example, order a sirloin, *a la* Napoleon I, or a broiled chicken *a la* Marie Antoinette. Yes! by all means let this investigator be encouraged.

Last Wednesday morning there was great excitement in this establishment. We have a distinct recollection of "coming to," after having been plied with brandy, slapped, coddled and kneaded up generally. As soon as we had fully recovered, the assistant editor pathetically inquired the cause of our faint. While adjusting our cravat, which had been twisted round to the back of our neck during the fracas, we replied that we had seen a ghost. "Where?" shouted the staff, as their eyes expanded, and their hair stood on end, like bristles on a fretful porcupine, who had not been shaved. "There," and we pointed sadly to a joke printed in the Canton-flannel *Roller*, which began: "She was a dear little girl, and she wore a determined get-there-or-break-a-suspender look, and a ten-to-the-cwt. smile." It originally appeared in THE WHEEL ages ago, and was a veritable ghost. Our nerves have been twanging ever since.



## SPOKES.

"Shall we remain in town or go into the country?" asked Daisy, in the *Cycle*. It all depends on the state of your purse, Daisy.

At the Crystal Palace track on July 10th, Fred J. Osmond rode the three-quarters in 1m. 58 3-5s., beating Webber's record of 2 minutes.

The Scranton Bi. Club announces a meet for August 24th, at the Driving Park. Address all communications to F. C. Hand, Chairman race meet committee.

After McCurdy had finished his record ride, F. W. Perry of the Massachusetts Bicycle Club, started to break the twenty and twenty-five mile records. His times were: 20 miles, 1 h. 12m. 35s.; 25 miles, 1h. 24m. 46 4-5s. These are now the best amateur records.

While passing through Yuzgat, Thomas Stevens was entertained by Youvanaki Effendi Tifticjeloghlon to whom he had a letter of introduction. It is said that when Thomas got up in the morning, he said: "Good morning Mr. Youvanaki Effendi Tifticjeloghlon," just to get up his appetite.

Thomas Stevens at the Gate of India—The last letter from Thomas Stevens to the editor of *Outing*, is dated Suez, July 3, 1886. In it Mr. Stevens says: "I expect the steamer, on which I take passage to India, to arrive here to-morrow or next day. The Monsoon season will be in full swing when I reach Kurrachee, but I don't know yet whether it will delay my start across India."

Racing at Washington—The Capital Club held a race meet at Athletic Park, last Friday. The events were witnessed by a large crowd.

Lap race, 1 1/4 miles—Nichols, 4m. 19 3/4s.; Mills, 4m. 26 1/2s. Five miles club—P. S. Brown, 16m. 37 1-8s.; W. E. Crist, 16m. 37 1/4s.; P. L. Scuffles, o. Half-mile boys—H. Parker, 1m. 38s. Half-mile tandem—Hanna and Barker, 1m. 47 1/2s.; Coburn and Scuffle, second.

Mr. Kreiger and Geo. A. Mayland, of Brooklyn, started from the corner of John street and Broadway, New York, Saturday last, at 1.30 p. m., and rode to Greenlawn, L. I., on bicycles, a distance of forty-three and three-quarter miles by their cyclometers, arriving there at 8.30 p. m., including a stop of fifteen minutes at Jamaica and thirty minutes at Jericho. They found the roads in a beautiful condition until they arrived at Syosset, and then they were very hilly. They say that any wheelman desiring a good tour of two days or more could not find any better place than Long Island for wheelmen around New York City and Brooklyn.—*Ex.*

Mr. T. D. Palmer, upon whose erratic riding in the Orange Wanderers' road race, we severely commented, publishes a letter in a contemporary, claiming that our remarks were unkind and untrue. Our remarks however unkind, were quite true, and not drawn from imagination, as Mr. Palmer asserts. We are always sorry to be severe, but the old saw has it that "kindness is cruelty," and we thought it for the good of the sport, as well as to Mr. Palmer's personal advantage, to severely condemn his actions in the race. As the course was straight-away, we did not witness the headers caused by him, but we have our information from

three of the competitors, who especially desired and requested us to note the matter. If Mr. Palmer had taken the trouble to call on us, we could have easily convinced him of our honesty. All reports of the race credit the upsets to Mr. Palmer.

It makes stacking and resting the wheel easy. It prevents all kicking up of the little wheel, and thus steadies the running of the bicycle. It makes a safety out of the ordinary crank machine. It will prevent nine-tenths of the headers. All these good qualities are to be credited to Foote's anti-header. Price \$1.50.

## IT IS SAID

That G. Lacy Hillier is sometimes called a "cad" by his fellow editors.

That this means much in England

That G. Lacy Hillier is coming to America.

That G. Lacy Hillier's visit may effect a permanent cure.

That Lowry Whittemore, a St. Louis wheelman is too modest to wear knee pants.

## FIXTURES.

JULY 16-28.—Blue Nose Tour.—F. D. Elwell, Portland, Me.

JULY 29.—Interstate meet at Youngstown, Ohio.

AUGUST 17.—Weedsport, N. Y. Bi. Club's Tournament.

AUGUST 19.—Penna Division; Annual meet and races at Williamsport.

AUGUST 24.—Scranton Bi. Club, annual tournament.

AUGUST 26-28.—Cleveland Bi. Club's race meet.

AUGUST 28.—Annual meet and races of N. J. Division, at Millville.

SEPT. 3-4.—N. Y. State Division meet and races at Buffalo.

SEPT. 6.—Grand tour of the L. A. W., from Niagara Falls and Buffalo, through central New York, Virginia, and the Shenandoah Valley, winding up at Harper's Ferry September 18th. Entries now received by the "Marshals."

SEPT. 8-9.—Connecticut Bi. Club, annual race meet at Hartford, Conn.

SEPT. 6-16.—L. A. W. tour from Rochester to Harper's Ferry.

SEPT. 10-11.—Berkshire Co. Wheelmen's tournament at Pittsfield, Mass.

SEPT. 14, 15, 16, 17.—Springfield tournament.

SEPT. 23-25.—Lynn Tournament.

OCT. 1.—Wheelmen's Illuminated Parade at St. Louis.

OCT. 1-3.—L. A. W. interstate meet at St. Louis.

## HAVE YOU

Ever Used the Adhesive Tire Tape?



METHOD OF APPLYING.

If not, your troubles have been doubled.

It is the best appliance offered to Cyclists for holding loose tires in place. It can be applied in an instant without heat, and is always ready for use.

To apply.—Wind it, lapping upon itself as shown in the above cut. It needs no tying, as it is adhesive. Every Wheelman should have a roll in his tool bag.

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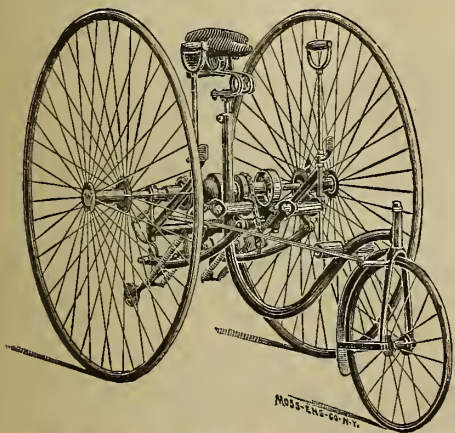
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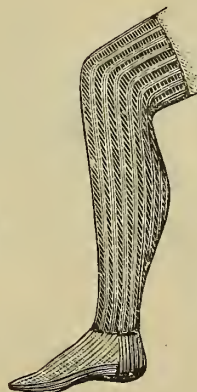
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Our "Columbia Hose" for 1886 is a new article of improved pattern. The specialties are that the rib is extended down the front of the foot, giving a neat appearance when a low shoe is worn. Also our patent flat seam at the back which will not rip, and seamless heel. This stocking will compare most favorably, and has been judged by riders of experience, to be superior to the best English makes.

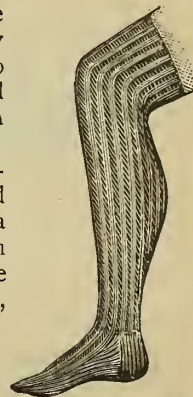
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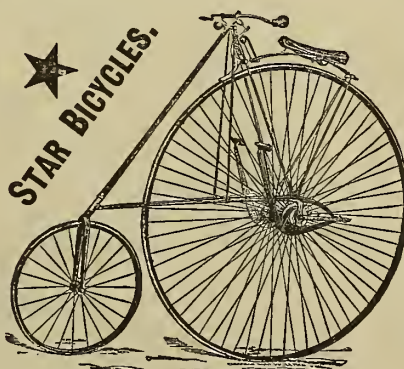
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We have just received an importation of extra quality ENGLISH knitted worsted BICYCLE and TENNIS JERSEYS, in fancy stripes and club colors, which we are offering at **\$2.50** each.

*In 1-inch Stripes* we have the following colors: Scarlet and Black, Blue and White, Black and Orange, Black and White, and Navy and White.

*In 2-inch Stripes*, Black and Orange, Scarlet and White, Blue and White, Blue and Scarlet, Garnet and White, and Garnet and Black.

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These Jerseys will be sent by mail to any address on receipt of price and 15 cts. postage.

In ordering, send chest measurement.

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On the Road.

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On the Path.

# C \* O \* L \* U \* M \* B \* I \* A \* S

Boston, July 6th 1886.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to Wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

## SMASHED RECORDS ON COLUMBIAS.

### GEO. M. HENDEE AT SPRINGFIELD, July 5.

4-mile (World's Record),	1.52
1-mile (World's Amateur Record; fastest mile ever made in competition),	2.34

### WM. A. ROWE AT LYNN, July 5.

4 Miles (World's Record) -	11.05
5 " " " -	13.57 2-5
6 " " " -	16.47
7 " " " -	19.38
8 " " " -	22.24 2-5
9 " " " -	25.18
10 " " " -	28.03 2-5

### THE COLUMBIAS AT BOSTON, May 29.

1-mile L. A. W. Bicycle Championship Race,	A. B. RICH
1-mile L. A. W. Tricycle Championship Race,	A. B. RICH

### THE COLUMBIAS AT LYNN, May 31.

1-mile Open Race,	W. A. ROWE
3-mile Race, 9.45 Class,	CHAS. E. WHITTEN
1-mile Race, 3.20 Class,	CHAS. E. WHITTEN
5-mile Open Race,	GEO. M. HENDEE
3-mile Handicap Race,	CHAS. E. WHITTEN
5-mile Professional Race, American Championship,	JOHN S. PRINCE

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

### THE COLUMBIAS AT NEW HAVEN, June 11, 12.

1-mile Open Race,	W. A. ROWE
3-mile Open Race,	GEO. M. HENDEE
2-mile Handicap Race,	W. F. KNAPP
20 mile Columbia Cup Race,	A. B. RICH
1-mile Race, 3.05 Class	E. A. DEBLOIS
5-mile Lap Race,	GEO. M. HENDEE
1/2-mile Boys' Race,	F. A. CLARK
3-mile Open Race,	W. A. ROWE
3-mile Handicap Race,	E. A. DEBLOIS

Every Open Event won on Columbias.

### THE COLUMBIAS AT LYNN, June 17.

1-mile Novice Race,	S. L. TRUESDALE
1-mile Open Race,	W. A. ROWE
Time, 2 37 2-5.	
2-mile Lap Race,	GEO. M. HENDEE
2-mile Handicap Race,	F. S. HITCHCOCK
1/4-mile Professional Tricycle Race, World's Record,	T. W. ECK
Time, 42 2-5.	

### CHAMPIONSHIPS ON COLUMBIAS, Season of 1886.

1-mile Bicycle,	L. A. W. Championship
1-mile Tricycle,	L. A. W. Championship
4-mile Bicycle,	N. A. A. A. Championship
10-mile Bicycle,	L. A. W. Championship

### THE COLUMBIAS IN THE WEST,

THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINGSWORTH.

INDIANAPOLIS, IND., June 19.—S. P. Hollingsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning, at 4 o'clock, and in the 24 hours scored a total of 281 9.10 miles. His actual riding time was 21 hours and 22 minutes; 2 hours, and 36 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1/2 miles, made by Munger, of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

This Record was made on a 55-inch COLUMBIA LIGHT ROADSTER.—*Indianapolis Times.*

### THE COLUMBIAS IN NEW JERSEY, June 19.

25-mile Inter-Club Road Race,	E. H. VALENTINE
On Columbia Light Roadster.	

### THE COLUMBIAS AT BROOKLYN, June 19.

1-mile Novice Race,	
2-mile Handicap Race,	
3-mile Handicap Race,	
2-mile Championship Race, Bedford Cycle Club,	
5-mile New York State Championship Race.	
The above Events won on Columbias.	

### LONG DISTANCE RIDERS ON COLUMBIAS. Season of 1886.

Around the World (on the way),	THOMAS STEVENS
From New York to San Francisco (on the way),	F. E. VAN MEERBEKE
From New York to San Francisco (on the way),	S. G. SPIER
From New York to San Francisco and Return (on the way),	
GEO. B. THAYER, Correspondent of the Hartford "Post."	

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