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To Subscribers and Correspondents.

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Contributors and correspondents will please separate general correspondence to the Editor from matter intended for publication. Always sign (confidentially) full name and address, with *non 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 THE CYCLING PUBLISHING COMPANY. We cannot use stamps other than the two or one cent issue.

The English Cyclist Touring Club has 17,700 members.

Troy will send a delegation of thirty-five to the L. A. W. meet.

Thomas Stevens passed through Munich, Germany, on May 26th.

John S. Prince and W. J. Morgan are at the Fifth Avenue Hotel, Louisville, Kentucky.

The riders of Troy, N. Y., are making arrangements to build a quarter-mile cinder path.

The English papers chronicle the safe arrival at Queenstown of J. S. Dean, of the *Bicycling World*.

Mr. Ira Perego, the L. A. W. official outfitter, has been appointed C. T. C. outfitter for New York State.

W. C. Marvin has resigned the editorship of the *Western Cyclist*. It is now conducted by Messrs. Reeves and Allen.

Mr. and Mrs. Chas. R. Zacharias are at present touring in Pennsylvania. They departed on this tour immediately after their wedding.

The Cleveland B. C. will expend two thousand dollars in prizes for its two days' meet, to be held August 27th and 28th. Will give full particulars shortly.

Wheelmen going to the Buffalo meet should remember that the Fort Schuyler wheelmen will hold a two days' meet at Utica, N. Y., on June 30th and July

1st. By stopping over at Utica for two days, they may be assured of a pleasant welcome from Utica wheelmen.

Arthur Robinson, the winner of the boys' race at the recent Louisville W. C. meet, being dissatisfied with his prize, promptly returned it. The boy is probably quite right. Some clubs would present successful competitors with bananas, if they thought they would be accepted without cavil.

Through the kindness of the New England agent of the West Shore Road, wheelmen intending to go to the Buffalo meet will have the privilege of going to Niagara Falls without extra expense. Members of the L. A. W. have but to show their tickets to secure reduced rates and free and careful transportation of their wheels.

On Thursday, May 28th, Mr. F. I. Nicholas, an amateur London cyclist, made an attempt at the Crystal Palace track to beat the fifty-mile record. He was but half trained and had to give up on the thirtieth mile. His time for 20 miles was 1h. 1m. 53s.; for twenty-five, 1h. 21m. 7s.; and for twenty-seven, 1h. 24m. 25s., the last two being records.

Jo. Pennell, at present in London, is about to publish an illustrated sketch-book entitled "A Canterbury Pilgrimage," ridden, written and illustrated by Joseph and Elizabeth R. Pennell. It will be published simultaneously in both England and America. We think this will be the most interesting and pleasing cycling volume that has yet appeared.

Harry Ethrington, editor of London *Wheeling* will leave England for America, on or about August 24th, with a party of English racing men, and wheel celebrities. They will arrive here in time for the Hartford race meet; visit Boston, Montreal, Toronto and Niagara Falls; thence to New York and to Springfield for the great meet. The cost of the trip will be about \$200 per capita.

Among the additions to THE WHEEL's list of advertisers is Mr. F. A. Gardner, 108 Liberty Street, New York City. Mr. Gardner is ready to do all kinds of fine machine work. Small work is often neglected at large shops as being unimportant, and bungled at smaller places for want of proper tools and skill. Mr. Gardner promises the utmost care in everything he undertakes. Cyclists desiring to change parts, or add to their machines in any way, would do well to call on him.

Gleaned from the St. Louis *Critic*—Cupid Baker has recovered from his recent fall. Tom Reynolds has become a dude. He plays lawn tennis. Greenwood tackled the son-of-a-gun on last Sunday, but he failed to make it on account of a strong wind. [We presume this vulgarism means a hill.] Cola Stone has received his new Victor bicycle. He has christened it the "Black Baby." Tom Reynolds and "Skinny" O'Bier covered themselves with dirt and derision at the grocers' picnic by taking headers.

The Interstate Bicycle Association will hold its summer meet at Youngstown, Ohio, on June 24th. The following events are on the card. One-mile novice, five-mile professional, half-mile, boys under sixteen; one-half, one, two and five miles bicycle, open; one-half, one and two miles bicycle, Interstate championship; five-miles, professional, one mile tricycle and one mile bicycle consolation. Five hundred dollars' worth of prizes will be given. Entrance fee, fifty cents, except for the professional event, for which the fee is one dollar. Close June 20th with F. McCay, Secretary, Youngstown, Ohio.

To the Fox-y editor of the *Cycling Times*, greeting—Dear Chawles: By the same mail that will waft this excellent paper to your sanctum, you will receive a large sized bun. Why do we send you a bun, you ask? Because you take the bun—for cheek. Yes, Chawley, you have a superfluity of lower maxillary. You have taken an article on "Dogs," which appeared in this paper some weeks since, and inserted it in the *Cycling Times* without a thank you. But the worst part of the whole affair is the yellow poster in which you advertise the contents and superiority of your paper. Heading the list is our beloved "Dogs," in large, bold type.

The employees of this paper have succumbed to the base-ball epidemic and organized a nine. Their official uniform is a blouse-jacket of white and blue broad striped canvas, with flowing sleeves and a superfluity of collar. A piece of black material tied around the neck helps to set off this natty rig. We almost forgot the buttons; which are of red painted wood, at least two inches in diameter. The short-stop concluded to wear his blouse to work on one of the hot days, and though we can't say that it stopped the clock, it ran three hours slow on that day. The nine challenges any other cycling paper nine for one

thousand dollars a side. Straight pitching only. Address Robert Meacham Dorn, care of this office.

This (Friday) evening, any person looking toward Brooklyn need not be surprised to observe a certain luridness hanging over that delightful town. It is only the reflex of the moonlight parade of the Kings County Wheelmen. On Saturday the 20th, the club holds its annual spring races on the Williamsburgh Grounds, commencing at 3.45 p. m. Grounds may be reached by Fulton Ferry or Bridge to DeKalb Avenue cars. Forty-five minutes from New York. Admission 25 cents. Grand stand, fifty cents. The management should devise some means to cover the open seats. It is anything but enjoyable to sit three hours in an 126° sun.

Mr. E. R. Shipton, editor of the official C. T. C. *Gazette* has for a long time been engaged in collecting the photographs of members of the C. T. C. He has already collected one thousand photographs. We would suggest that Secretary-Editor Aaron start an album on this plan. It might be exhibited at the yearly meet, or might be kept permanently at the City of Brotherly Love. How amusing it would be to turn over the leaves of this album. Here is a man who would like to be president of the League. Here is another who wants to admit professionals into the League. Let us get a good look at him. And yet another who has done 2.39, and so on and so forth, to the end of the chapter.

We should like to see some progressive bicycle club, the Springfield B. C., for instance, give a one mile scratch race with a flying start, at its annual meet. Although custom and the L. A. W. racing rules require a standing start to constitute a record, the sight of a number of wheelmen shooting past the start and going on their journey at a crackling pace is certainly more exhilarating than to see them hoisted on to their machines, waddle from side to side for a few moments, get pushed off to an uneven start, and then work the pedals for dear life, straining themselves and their machines in an effort to get under way. Besides, for purposes of comparison with horse time, and in these progressive wheel days the relative speed of the wheel and the horse admits of comparison, the flying start would be more just than the antique mode now prevalent. Who will be the first to gain the honor of inaugurating the flying start? Do we hear a voice from Springfield or Hartford say, "I?"

Wheelmen should remember that the Genesee House is the most convenient hotel in Buffalo.

From last accounts Mr. Thomas Stevens was doing the Land of Bier, Pretzels and Castles.

The New York Athletic Club holds its regular summer games at Mott Haven, this Saturday at 3 p. m.

Karl Kron says he will be back to his Washington Square den by June 20th. Up to June first his subscription list to "X. M." had amounted to 2837.

Among the entries to the Kings County Wheelmen's races which take place to-morrow are Messrs. Webber, Rich, Crist, Tyler, Hall, Powell, Finley, Kavanagh, Haven and Baird.

In the July *Outing* we get the last instalment of Thomas Stevens' "Across America on a Bicycle." It is infinitely superior to all the others, and is very enjoyable, amusing and instructive.

A comfortable suit is the summer uniform of the New Orleans B. C.; a white flannel tennis shirt, without coat or jacket, blue knee breeches, blue stockings, cap and canvass shoes.

A tale of the twentieth century—New York miss: "Ma, may I go touring this afternoon?" "Yes, dear; but do not go farther than Denver, and be sure to be home in time for tea." Dedicated to all enthusiasts.

"Now, Jack:" said the inn-keeper to his steward one morning, "bring out those sandwiches we put up last winter; plug up the pump, and put plenty of water in the cider; I have just been notified that a party of bicycle riders will lunch here to-day."

Hugh J. High, the Pottstown bicycle rider, en route to Seward, Nebraska, arrived at Mount Pulaski, Ill., on May 31st. So far he has traveled 910 miles, and has 398 miles yet to ride. The roads in Illinois are the worst he met with so far on the entire trip.

THE WHEEL, of New York, is among the newsiest and most readable of our exchanges, full of crisp, pungent paragraphs and displaying withal an originality truly refreshing.—*Bicycle South*.

The editor of the *B. S.* is a bri—not a brick but a twelve story flat.

The Lynn Cycle Club celebrated its anniversary last Wednesday by a parade through the principal streets of Lynn, followed by a supper at the Tri-Mountain House, Nahant. Miss Annie R. Griffin recently presented the club with a handsome landscape painting, which the boys will be sure to hang in a conspicuous position.

K.R. Ushed.—Your impressions were received in good time. Your impress. of the horsey looking man at the Yale meet is highly libelous. If you desire to do the club dodge act, or to languish within the luxuriant shades of Ludlow Street jail we will publish, and let you pose in our office as the editor for a week or two afterwards.

Mr Jens. F. Pedersen has shown us the designs for the Scranton Bicycle Club's medals. They are something handsome. Mr. Pedersen's medals would delight the hearts of out-of-town cycle club secretaries, and we advise them to take a peep at his "ad" in another column.

We have received from Messrs. Stodpard, Lovering & Company four cabinet sized photos of the famous Rudge machines, for which these gentlemen are the sole United States agents. The pictures are perfect, bringing out the most minute parts of the machines. They include the Rudge Safety, Rudge Light Roadster, Rudge Racer, and American Rudge.

One of the really excellent features in English cycling is a record committee. Their duty is to examine the circumstances attending the making or breaking of any wheel records, and to finally determine whether they shall go on the slate. We hope to hear the advisability of appointing such a committee, discussed at the next League meet.

The entries close Saturday, June 20th for the two-mile bicycle race which will be held in connection with the American Athletic Club games, June 27th, at the Manhattan Athletic Club grounds. The prizes are costly gold medals, and may be seen at Spaldings, 241 Broadway. The entrance fee, fifty cents, should be sent to H. S. Young, P. O. Box 2930, N. Y. City.

New York wheelmen intending to go to Buffalo should communicate at once with George R. Bidwell, 2 East 60th Street, City. This gentleman has made advantageous arrangements with the West Shore Railroad, and a special car will leave New York on July 1st at 6 p.m., with a baggage car attached for the transportation of wheels. This will be the easiest, cheapest and most enjoyable route to the "seat of war."

Two English wheel thieves have actually exhibited some originality in their method of fleecing a cycling dealer. They disdained the usual plan of hiring a machine and not returning it. While the dealer brought a machine on the smooth walk outside his shop, for the purpose of explaining its superiority to one of the young men, the other remained behind and emptied the till of £30. They then walked off promising to return. But they came not.

We often receive letters asking us "How can I join the L. A. W.?" As the ordinary editor can not and will not take the time to write to those would-be league members, we suggest that the league should have postals, on the back of which might be printed in small type the aims, objects and benefits of the L. A. W., and the necessary information. These should be sent to the offices of the cycling papers, and when letters of inquiry are received a card could be easily addressed to the anxious ones.

Hugh J. High, the Pottstown bicyclist, arrived at Seward, Nebraska, on June 9th. He had ridden from Pottstown to Burlington, Iowa, a distance of 1,018 miles, in one month. He waited in Burlington five days, during which it rained incessantly, and he finally determined to take train to his destination, Seward. He reports the roads of Iowa and Illinois as something frightful, especially during the rainy season. He was compelled to walk mile after mile, pushing his wheel and scraping the mud from it with a stick.

The club infant devotes his energies to heightening the impression that he is a swell. The other day he went into Maillard's—M. is the Fifth Avenue

Hotel confectioner—and stepping up to the marble counter he addressed the divinity who weighs out the sweets, "How much are your chocolate cream drops a pound?" "One-thirty-five," responded this bedizened lump of saccharinity. "Please give me *one-sixteenth* of a pound," whispered the swell, who did not want to squander a week's pocket money all at once. She smiled; weighed out three drops, wrapped them up carefully, and collected nine cents from the saddened infant.

Four miles amateur championship of America—This event was decided at the Manhattan A. C. Grounds last Saturday afternoon, June 13th, in connection with the National A. A. A.'s championship games. It was poorly contested and no more represented the championship of America than it did that of Italy. The entries were A. B. Rich, K. C. W.; Louis Kolb, Y. A. C. C.; E. A. Hoffman, Citizens B. C.; and E. P. Baird, O. A. C. Rich led at the first mile in 3.35. At this point he began to leave the rest and the race between the others became a fight for places. Rich finished in 14.02; Kolb second in 14.13; Hoffman by a half wheel; Baird stopped. The latter had never before ridden on a circular path, and though he usually came forward on the straights, he dropped behind at every turn.

HUB HAPPENINGS.

If there ever was a hot day in Mass. that day was yesterday. I went to ride; rode to North Scituate Beach, and never before came so near being roasted alive. You can judge how hot it was by the apology one of the riders made for appearing without a collar in the presence of ladies. He said that he left home with a celluloid collar on, but at Cohasset it had melted and run down his back. Did you ever try to wheel to North Scituate? If you never have, I would simply say "don't." If you have, no advice is necessary. It is a delightful place when you get there, but the "getting there" is about as difficult an undertaking as was that of the knights of old, who tried to visit fair ladies shut up in palaces surrounded by enchanted mazes, etc. The beach is one of the finest on the South Shore, and the inhabitants are charming people, at least so we found them; especially so did one of our party, and, judging by expressive glances, heartfelt sighs and sorrowful parting, it will not be his last visit to this favored spot. If you want to go there, go in a yac't, a train, a hack, or any way, other than on a wheel. It may be that I do the Scituate roads an injustice, but their condition yesterday was worse than usual. Perhaps after a rain they are excellent, if so, I am sorry for my mis-statements, but it certainly seems to me that it would require a great deal of real wet moisture to solidify the expanse of foot-deep sand we had the pleasure of pushing through.

The run yesterday was one of a series of short Sunday tours inaugurated by Dr. W. G. Kendall, League Representative for Dorchester. The runs have proven very popular with those fortunate enough to receive an invitation to participate. There are few towns in this section that the genial doctor has not friends who are pleased to entertain him and his brother wheelmen. The number of each party is limited to ten, and a different route is chosen for each

Sunday. Several runs have been arranged for the near future, invitations having been received from Nantasket, Brockton and the North Shore. Early in July a party will be made up for a run to Randolph, a gentleman of that town having extended an invitation to a strawberry feast. While on this trip Blue Hill will be ascended for the beautiful view and a visit to the observatory.

It seems to be the impression among local wheelmen that because the Boston & Albany road will not carry bicycles free on all occasions it has an antipathy against wheelmen. This rule is made to protect the road from the lazy Chestnut-hill Reservoir riding cycist, who wants to take the cars to the outskirts of the city to begin their ride where the rough roads end. As an illustration of how the road feels towards wheelmen, Chief Consul Duckert states that it has agreed to furnish a baggage-car for free transportation of wheels to the Buffalo meet, will sidetrack the same at Boston and Buffalo, place the car fully under the control of the wheelmen, and will sell round trip tickets for \$10 88, and, if desired, will furnish a parlor car for an extra charge of \$1 or \$1 50 a man. I have been trying to find out who is going to the meet from Boston, but have thus far succeeded in finding less than half a dozen. Boston had three representatives at the Washington meet. Interest in the League is way up in this town.

If I am not greatly mistaken I will have the pleasure of chronicling in these columns next week the fact that the 24-hour road record has been broken by several Boston cyclists. If there is one thing we New Englanders pride ourselves on it is the abilities of our road riders. We are egotistical enough to believe that the riders of no other section of the country could compare with us on the road. This egotism has been born of the fact that nearly every rider from a distance who visits our city and is taken for a run about the suburbs, returns, figuratively speaking, "all broken up," even when accompanied by our slowest riders. A Milwaukee man was on here last week and started but for a run with a Mass. man. The latter is not a member of the "scorching quartette," but is one of our riders who boasts of the moderate and uniform pace he maintains on the road. Well, these two pushed out over best roads as far as Brighton, distant about 5 miles, when the Milwaukee man gave out completely, and laid himself down in the shade of an accomodating tree, and remained there an hour or so before he regained sufficient energy to begin his journey citywards. Of course our visitors are not all so bad as this one, but I have yet to hear of one who has succeeded in turning the tables on our riders. Mass. has always held the 24-hour record until that honor was a short time since taken by Cook, of California. This made us feel very bad, and for some time past several of our cracks have been getting themselves in trim, and will some day this week try and bring home the record. From what I know of the men I feel confident that they will be successful.

There is a story going around to the effect that one of our local professional champions went out for a practice spin a few nights ago. When through his exercise he stepped into a beer dispensary for refreshment. He was there induced to

join some companions in a game of pool. So interested did our friend become in that seductive game that he heeded not the flying hours, until he suddenly awoke to the fact that the hour of closing the door of his lodging house had long since past, and at the same time he became cognisant of the still more disagreeable fact that he had on a pair of those rather more comfortable than ornamental articles known as jersey tights, which contained neither pockets, keys nor money. He knew that it was useless for him to try and get in his house at that hour, and he finally decided to spend the night training on the Boston Common bicycle track. He rode all night long, and is said to have covered some of the miles in a shortness of time never before been equaled. This professional is an enthusiast on the subject of training, and he no doubt rather enjoyed his experience on the Common. It is related of him that every three hours during the night he jumps out of his bed and gets in a few minutes work with the dumb bells, followed by a brisk rub down, all for the cause of cycling. They are not all dead yet.

June 17th promises to be a quiet day in local cycling circles, no event of importance having been planned for that day. The Mass. Club start on a tour to Portsmouth, and the Bostons have some fun at a tricycle picnic in the Readville woods.

Members of the Charlestown Bicycle Club will start June 27th for Portsmouth, N. H., with the determination of riding there and back within the 24 hours. The distance to be covered is about 140 miles.

Mr. Block, the leading wheelman of St. Petersburg and champion of all the Russias, has been in Boston for the past few days. The statement of the local cycling journal, to the effect that Colonel A. A. Pope would sail for England this week, is incorrect. Too many Columbias are being sold to allow the Colonel such a vacation at this season of the year.

Mr. Arthur E. Pattison of the Massachusetts Club has been covering himself with glory while on his Western trip, by winning one of the Indiana State championships on a two-track Columbia tricycle.

The fifty-mile road race, to be given by Mr. Comee of the Boscobel House, will take place June 27th. The course will be announced in a few days. All entries for the race should be addressed to Mr. Comee, Hotel Boscobel, Lynn.

Eighteen of the old "stand-bys" of the Mass. Club turned up for the run last Thursday.

A. Kennedy Childs has returned to England. He attended the Springfield races, and expressed the opinion that they were conducted in a very careless manner. "If that's the way," said he, "you run races in America, I am not surprised that you can break the records."

An attempt is being made to induce all the local cycling houses to close at 2 o'clock Saturday afternoons.

Dr. W. G. Kendall of the Boston Club has received from the family of his friend, the late S. Conant Foster, a beautiful memento of the gifted cycling poet. It is in the form of the poet's song "The Cross," which was sung in memory of the deceased at the funeral services held March 10. It bears on

the title page a beautifully executed reproduction of a cross entwined with flowers.

I saw D. Edgar Hunter, the Beverly flyer, this afternoon. In my opinion Hunter is a second Hendee, and I think the fall races will clearly prove him such. He tells me that he is rapidly recovering from the injuries received at the Yale races, and hopes to be on his machine again in a few weeks. His right arm is broken and the cords of his hand are badly strained, while his body is almost covered with scars and bruises.

A meeting of the Newton Bicycle Club was held last Tuesday evening at the residence of P. L. Aubin, at Brighton. Ex-captain J. C. Clune, who was recently married, was presented by the club with an elegant ice water service. An invitation was received to participate in an antique and horrible parade on the morning of July 4. The invitation stated that the Longwood Bicycle Club (whoever they may be) had signified their intention to participate in the parade, and a large time was anticipated. There will be no antique parade by the Newton Club this year. For two years the club gave the parade at their own expense, and as the town refuses to give them any assistance the club members do not feel like keeping the free show up any longer.

A. L. Atkins of the Pope Manfg. Co., is receiving the congratulations of his friends. It arrived last week, and is a girl. Among the first presents received by the happy father was a dozen spoons, bearing on their handles the legend "Use Ridges Food for Infants." By the way this firm have adopted the novel scheme of sending their advertising agents out through Massachusetts and New York on a sociable tricycle. Samples of the goods and bundles of advertising matter are carried in a large hamper, secured at the rear of the machine. A large umbrella, bearing an advertisement, is used to protect the riders while resting. C. S. H.

Boston, June 15, 1885.

THE BIG FOUR ENTRIES..

The following are the entries for the Big Four Tour consisting of gentlemen who have indicated their intention of participating: Only twenty-five will be taken in each division. A large surplus exists in each division, except the Boston, hence some names may be dropped. Tickets are now being sent out by the captains, and the first to secure them will be assured of position in line. The limited number could be increased to double its size, but the management deems it unwise to have so many tourists together. It would, perhaps lessen the comfort of each one. Facilities for excellent entertainment of the allotted number are ample, and a system for securing individual comfort is perfected. Only the largest and best hotels are selected. The large and fine steamer, Norseman will depart from her usual run and make a special trip across Lake Ontario to carry the tourists to Coburg. Dinner served on board. Special steamer is also engaged for the Hudson River trip. Tents and craft for the Thousand Islands camp are engaged, and every detail reduced to clock-work system. The tourist wheels up to a hotel with his division of twenty-five; puts his machine in a convenient

place, and enters. If it be noon he seats himself at his division table. If night, he finds his name and room number printed on the division bulletin card in the office, selects his baggage from the four division piles on the office floor, and repairs to his room. In the morning he leaves his baggage in the office, turns his coupon over to the clerk, mounts his wheel and rides away. The baggage wagon drives up last, and porters transfer luggage therein. It is then locked, and with the ambulance follows the line. The ambulance is designed exclusively for riding in, and wheelmen will avail themselves of it at any point where they may get lame or lazy.

CHICAGO DIVISION.

L. W. Conklin, N. H. Van Sicklen, W. C. Thorne, S. A. Ribella, G. W. Haskins, L. A. Seeberger, Harlow D. Higinbotham, H. N. Higinbotham, C. C. Philbrick, all of Chicago. W. H. Brewster, F. P. Ribolla, Edward Sells, J. Otto Hunicke, Lindell Gordon, all of St. Louis. A. L. Eaton, Ottumwa, Ia.; Charles D. Howell, Winterset, Ia.; R. E. Hall, Beloit, Wis.; George Webber, Smithville, N. J.; C. F. Vail, Peoria, Ill.; A. M. Hill, New Orleans, La.; R. B. Clarke, Beloit, Wis.; C. B. Ellis, Kansas City, Mo.; Nelson T. Haynes, Kansas City, W. R. Irwin, Emporia, Kan.; John I. Wilson, Winona, Min.; L. J. Bates, Detroit, Mich.; E. H. Sleight, Moline, Ill.

BUFFALO DIVISION.

Charles M. Clark, Pittsburg; N. C. Davison, Pittsburg; H. E. Bidwell, Pittsburg; F. C. King, Corry, Pa.; J. Herbert Moffett, Buffalo; N. E. Purdy, Warsaw, N. Y.; M. C. Turner, Batavia, N. Y.; Harry P. Simpson, Scranton, Pa.; Dr. Williams, Ridgeway, Pa.; George P. Fryling, Ridgeway; Fred C. Hand, Scranton; J. J. Van Nort, Scranton; C. K. Alley, Buffalo; Frank B. Ward, Scranton; H. Barrett, Port Hope, Ont.; Frank S. Miller, Westfield, N. J.; Arthur N. Pierson, Westfield; Frank D. Watts, Scranton, Leo Langdon, Buffalo, A. B. Reid, Clarion, Pa.; James McLean, London, Ont.; W. F. Goetz, Lockland, O.; Newton J. Worley, Cleveland, O.; Alfred H. Scott, Woodstock, Ont.; H. S. Livingston, Cincinnati; George C. Ward, Gloversville, N. Y.; W. M. Begg, London, Ont.; George H. Streeter, Philadelphia; R. C. Baldwin, Addison, N. Y.; C. B. Reid, Clarion, Pa.

NEW YORK DIVISION.

Simeon Ford, New York; Elmer Skinner, Brooklyn; Frank Read, Phila.; Harwood R. Pool, N. Y.; C. R. Gallie, Jamaica, L. I.; George W. Houk, Pa.; George M. Spalding, Frank A. Deans, all of Wellsboro, Pa.; Dr. J. G. Wright, Brooklyn; F. H. Douglas, A. E. Paillard, G. A. Paillard, W. H. De Graaf, Knight L. Clapp, Dr. J. S. Aitken, A. R. Grow, P. Harvard Reilly, H. F. Thurber, August Hahne, all of New York. H. R. Bryan, Hudson; W. H. Middleton, Harrisburg, Pa.; R. S. Whitehead, Newark; J. W. Roberts, Harrisburg; F. T. Browning, Orange, N. J.; C. R. Browning, Orange; R. J. Knox, Brooklyn, R. B. Hibson, Brooklyn, A. J. Kolb, Scranton, Pa.; H. La Louche, Scranton; James P. Downs, New York.

BOSTON DIVISION.

E. G. Whitney, A. D. Peck, Jr., J. H. Vivian, C. S. Howard, H. I. Harris, A. E. Pattison, and Gideon Haynes, Jr., all

of Boston. W. E. Stone, Concord; J. C. Esten, Concord; E. D. Alke, Wakefield; C. A. Joilan, Leominster; E. E. Burdett, Leominster; C. A. Wilson Fitchburg; H. C. Townsend, Walling-W. T. Williams, Yantic; W. A. Norton, Norwich; E. L. Sawyer, Faribault, Minn.; L. C. Kittson, St. Paul, Minn.

Burley B. Ayers, Manager,
152 So. Hoyne Avenue,
Chicago, Ill.

SOME ENGLISH RACING NOTES.

The one mile professional championship of England was decided at Wolverhampton on May 26th. The race was a rare struggle between Wood and How-ell, the latter winning by half a yard in 2.56 3-5; A. Hawker, third, by a dozen yards.

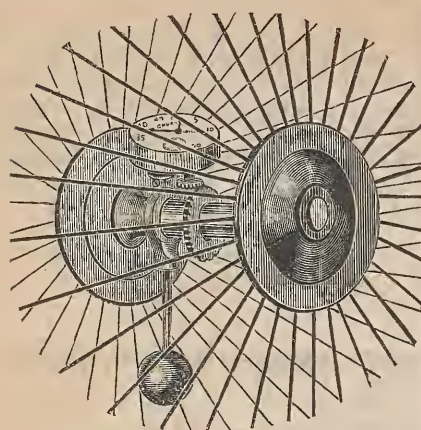
What a racing strain there seems to be in the Illston family. Every wheelman is familiar with the exploits of G. H., of Hartford. A younger brother made his debut at Springfield on May 30. About two months ago a still younger brother, William, made his debut on the English racing path, and he is now a scratch man. The latest debutante is Tom Illston, who was second in a half mile, a few weeks ago. We wonder how many more there is of them.

At the Brixton B. C.'s meet, held at Crystal Palace, London, on Saturday, May 30th, some good performances were shown. The first heat of the one mile handicap was won by P. A. Nix, (85 yards) in 2.45 2-5; the second by A. Hollands (70) in 2.45 3-5; Speechley (scratch) by twenty yards; the fourth by E. M. Mayes, (scratch) in 2.49 4-5; the fifth heat was won by George Gatehouse, Cambridge University, (scratch) in 2.44 4-5; the sixth heat by Furnival, (scratch) 2.44 1-5; the seventh heat by M. Webber (75) 2.42 4-5. Second trials. First heat; Nix, 2.46 2-5; Mayes, 2.47 1-5; second heat; Webber, 2.40 3-5; Furnival, 2.45 4-5; Gatehouse, by three yards; Webber won easily by fifty yards. He will probably start from scratch before long. Webber easily won the final heat in 2.44 2-5, with Furnival second, in 2.49 4-5; Mayes, 0; Gatehouse, 0.

A grand race was the five mile invitation handicap. This was arranged in three divisions: scratch, middle division (130 to 180 yards), and limit division (400 to 500 yards). The result was; G. W. Capern, (400) 14m. 50 1 55; W. A. Illston, (scratch) by 15 yards; Mayes, (scratch) by two yards; Speechley, (scratch) by three yards; Gatehouse, (scratch) by six yards. The struggle between the scratch men was a rare one, but the young Illston sprinted away on the last lap. The times for the scratch men were, one; Illston, 3.05; two; Gatehouse, 6.03; three; Gatehouse, 9.04; four; Illston, 12.01. Illston rode the last mile, less fifteen yards, in 2.49 1-5.

In the London B. C. road race, from Bath to London, P. H. Watson rode the first sixty nine miles of the journey in five hours, beating all road records.

At the Barrow Cycling Club's sports, Sanders Sellers won the five miles scratch race in 16m. 59 4-5. "Sandy" tarried till near home, when he burst away fairly, "pulverising" his opponents and winning by a hundred yards.



A NEW CYCLOMETER.

Although the market has been pretty well supplied with mile measurers of late, all more or less perfect, yet another has been launched on the market, and we opine that the "Church" cyclometer will become very popular.

This cyclometer deals with *positive motion only*, and it is the only machine that does. When adjusted to the bicycle it becomes a part of the machine and cannot help registering correctly.

There are neither balls nor springs used in its construction, which are liable to get out of order, the registering being accomplished by means of eight cog wheels, the driving wheel of the machine being the ninth cog. The dial is like a watch face in size and appearance, except that the figures run by fives up to fifty. The minute hand indicates the miles going once around the circle for each mile and indicating each fiftieth; the hour hand the fifty miles; and the second hand the thousand miles. It is full nickled, and with ball, weighs ten ounces. A lamp may be attached instead of the ball. Can be attached to any machine. The sole agents are Messrs. Charles F. Terhune and Company, 194 Broadway, N. Y. See advertisement in another column.

JAMAICA TO GREENPORT, L. I.

On Saturday, June 13th, Messrs. B. W. Doughty and C. A. Ludlow started from Jamaica, Long Island, at 3.30 a. m., to tour to Greenport, L. I., a distance of 101 miles. The roads through Babylon and on to Patchogue are beautiful riding, and the tourists experienced no trouble. Babylon, 28 miles from the start, was reached in 2h. 53m., and Patchogue, 48 miles, in 5h. 6m. From Patchogue to Riverhead, 79 miles, the roads are very sandy and the riding uncomfortable. For one stretch of eight miles, the tourists were compelled to walk and push their machines. Riverhead, 79 miles, was reached in 11 hours, the 31 miles between Patchogue and Riverhead occupied 5h. 54m. Greenport, the last point on the route was reached in 14 hours. The town is beautifully situated on the water's edge and the weather was so cool, that a fire was burning in the hotel. Greenport is quite a summer resort, but the cold weather had prevented many guests from coming down and the hotels were almost deserted.

The tourists left for home on the 12 M. Sunday train. The riding from Jamaica is superb and much patronized by Brooklyn wheelmen. Jamaica may be reached by crossing Thirty-fourth Street ferry and taking a train.

CORRESPONDENCE.

THAT AMATEUR RULE AGAIN.

Even to the casual reader of the cycling press of the past year, it must appear that there is a growing sentiment among the members of the L. A. W. favoring the abolition of the amateur rule. That this sentiment is increasing is shown from the frequency of published communications advocating changes in the League Constitution and By-laws to allow the admission of professionals, and from the many different portions from which these communications emanate.

I think that the causes which have led to the rapid growth of this sentiment may be found in the inconsistencies of the amateur rule, which is the guide of the officers of the League in the performance of their duties in the premises; and which is arbitrary, technical and unreasonable as applied to bicycling alone, and in some of its phases extremely ridiculous. Utterly disregarding the usual acceptance of the term which is sufficiently plain, accurate and practical, an organization devoted to but one branch of athletics has adopted a definition which is only appropriate to an organization devoted to all branches. In it the L. A. W. is hanging to the coat-tails of the four A's; and while, in the case of the latter association, the present amateur rule is appropriate and correct, embodying as it does all athletic sports in its field of work, in the case of the League of American Wheelmen, such a sweeping rule is very much out of place.

Under such a rule a man may be a professional bicyclist who has never seen a spider wheel in his life, because he has been paid by some ball club to mutilate his hands and abolish his nose in the national game; and under the provisions the unfortunate biker who rides in an open competition is thereby made a professional polo player, although he may never have seen the game. It is not strange that such inconsistencies should have caused considerable dissatisfaction among the League members. If the professional is so technically so, and so many amateurs in fact have so lost their status, is it strange that there is a clamoring to let the professionals in?

As a very unimportant individual member of the L. A. W., and a wheelman who follows the sport for the pleasure there is in it as a recreation, and the benefit in it as an exercise, I am earnestly opposed to making it a sporting organization, but am very much in favor of keeping up a reasonable and consistent amateur status. The admission of professionals to the League, instead of elevating (?) the professionals, must tend to lower the status of the organization. The man who occasionally spurs a friendly round or two for the exercise and skill may still be your fellow, but the man who dons the light gloves and disports himself in the ring, is a "thumper," and you do not care to take him home with you. There is nothing inconsistent between an hour or two a day in your garden and your study, but your gardener is seldom found in your parlor. The difference between the professional and the amateur in any calling is largely in the motive. In the one case it is in the stomach or passions; in the other it is in the mind or heart.

Webster defines: Amateur—One who cultivates any study or art (or pursuit) without following it professionally.

Profession—The business which one professes to understand and follows for subsistence. Calling; vocation; employment.

These definitions indicate the essential difference between the amateur and the professional; and a rule based upon that essential difference, as it concerns cycling, would remove the greater cause of complaint on the amateur-professional question, and at the same time accomplish the objects of the limit in the membership of amateur organizations.

FRANK H. CLARK,

C. C. Wyoming.

CHEYENNE, Wyo., June 6, 1885.

EDITOR OF THE WHEEL: Fine country this for wheeling, with level roads. Very few stones to vex a rider, and the "hills" would be simply laughed at by a Massachusetts wheelman. Some 300 wheels are said to be owned in this city, and the leading club is a large and enthusiastic one, including such well-known riders as Nicholson, Grant Bell and S. H. Heath, the L. A. W. counsel for this State. I have had but little taste of riding yet, as the second evening here, a fiend in human shape, driving a team, of course, ran into my Yale, breaking some nine spokes and throwing the rim seriously out of plumb. It was immediately shipped to the leading Chicago house for repairs, and they, with the usual "promptness and despatch," (in the catalogue's eye) have had it some three weeks now, and it bids fair to be a month before I set eyes on it again.

I derived some benefit from L. A. W. membership on my journey here, some 1,300 miles. On applying to the Chairman of transportation, Mr. B. B. Ayres, he kindly forwarded me a complete route to take my wheel safely by, and also procured special permits over the different railroads, so that the wheel came safely through uncrated without receiving a scratch, and at very little expense to the owner, besides small fees to baggagemen. Some five years' League fees were saved thereby. Such facts speak plainly for themselves.

A hundred miles race is talked of here among the coming events to take place in one of the rinks, I believe, though the roads here seem preferable.

Yours truly,

L. B. G.

MINNEAPOLIS, Minn., June 10, '85.

INDIANAPOLIS MEET.

The annual race meet of the Indianapolis B. C. was held at the Fair Grounds on Monday, June 8th. In the morning, seventy wheelmen participated in the parade. The afternoon was very windy, the racers having to contend against it for half of each lap.

Three-miles, scratch—N. H. Van Sicklen, 10.08. One-half mile, boys under fifteen—Roy Caylor, 2.03. One-mile heats—won by Van Sicklen in two straight heats; no time taken.

One mile professional—John Brooks, 3.12; Wm. Woodside second. One-half mile, tricycle: E. A. Battison, Boston, 2.05. Two mile bicycle: Van Sicklen, 8.35. One mile, Indianapolis B. C., W. F. Walker, first; time not taken.

One-half mile, hands off—L. M. Wainwright, first; W. G. Irwin second. The latter finished first in 2.48, but he was disqualified for using his hands when near the finish. One mile—E. N. Wilcox, Chicago, 3.35. The first day's races were concluded by a fancy riding exhibition by Prince Wells of Louisville, Ky.

Second day, June 9th—A cool refreshing breeze and bright weather attracted about 500 people to the fair ground on the second day of the meet. Five miles; scratch—N. H. Van Sicklen, 17m. 27 3-5s. Ten miles, professional—William Woodside beat John Brooks by a few feet, time 32m. 30 3-5s. One mile state championship—S. P. Hollingsworth, 3m. 14 3-5s. One mile, heats—Van Sicklen won in two straight heats. Three miles, scratch—Van Sicklen, 10m. 53 3-5s. One-quarter mile heats—W. F. Knapp, Cleveland, first. One mile, 3.15 class—E. P. Baird, Olympic A. C., New York, first. Two miles, professional, Woodside first; Brooks, second. One-half mile, boys; Will Roth, 1.51. Prince Wells concluded the day's sport by fancy riding and by covering a mile in 6m. 36s. on one wheel.

FROM THE CLUBS.

FIXTURES.

- June 20.—Kings County Wheelmen Annual Race Meet Brooklyn N. Y.
- June 20th.—Three mile L. A. W. Championship at K. C. W. race meet.
- June 24.—Interstate Meet at Youngstown, Ohio.
- June 30, July 1st.—Two Days Race Meet of the Fort Schuyler Wheelmen, at Utica.
- July 1.—Third Annual Meet and Races of Canadian Wheelmen's Association, at Woodstock, Ont.
- July 2, 3.—Sixth Annual Meet of the L. A. W. at Buffalo.
- July 3, 4.—Race meet of Bartholomew County Wheelmen of Columbus, Ind.
- July 4.—Race Meet at Union A. C. Grounds, Boston, Mass.
- July 6.—Big Four Tour starts from Buffalo.
- July 17.—Down East Tour.
- July 18.—Annual Meet of New Jersey Division L. A. W., at Orange.
- July 20, 21.—Ohio State Division L. A. W. Meet and Tournament at Springfield.
- July 23.—Penn. L. A. W. Division meet and race meet of Scranton B. C. at Scranton, Pa.
- July 23.—Race meet of Pine Tree Wheel Club at Bangor, Me.
- July 25.—Bay City Wheelman's race meet at San Francisco, Cal.
- July 25.—Race meet at Chicago.
- August 5, 26.—Clerical Wheelmen's Canadian Tour.
- Aug. 13.—Berkshire County Wheelmen, Pittsfield, Mass. Third Annual Race Meet.
- Aug. 27, 28.—Annual Race Meet Cleveland B. C. Club, at Athletic Park.
- Sept. 1, 2.—Connecticut B. C. Race Meet at Hartford.
- Sept. 8, 9, 10.—Annual Tournament of Springfield, Mass. B. C. Club.

CLOSING OF ENTRIES.

- June 20.—Entries close for Fort Schuyler Wheelmen's tournament. See regular reading columns.
- June 29.—Entries close for the C. W. A. meet with D. A. White, Woodstock, Ontario. Fee, fifty cents returnable to actual starters.

UNION COUNTY WHEELMEN.—This club was organized June 3d, with the following officers: Pres't, G. J. Ames; Vice-Pres't, W. Leary; Sec'y-Treas., W. Hildebrand; Captain, W. Storer; Lieutenant, N. Star. The club expects to join the L. A. W. shortly.

WHEELING (W. VA.) WHEELMEN.—The following gentlemen were elected officers of this club on June 13th: Pres't, Dr. Chas. E. Mason; Secretary-Treasurer, Wilbur L. Wright; Captain, David C. Singer; Lieutenant, W. H. Laughlin; Bugler, Harry Sturm; Color Bearer, O. H. Dorsey.

TOLEDO B. C.—At a recent meeting of this club, the following officers were elected: Pres't, H. W. Compton; Vice-Pres't, A. H. Brown; Sec'y and Treas., J. M. Tryon; Captain, E. E. Richards. The club also passed a resolution to join the League in a body.

THE WHEEL.

ST. LOUIS RAMBLERS.—At the monthly meeting of this club, it was voted to join the L. A. W. in a body, the dues to be paid from the treasury. This is the first League club in Kentucky.

MASILLON B. C.—At the annual election of the Masillon (Ohio) B. C. held June 2d, the following officers were elected: President, Karl Hellenshal; Vice-President, Wm. F. Breed; Secretary-Treasurer, James K. Peacock; Captain, Geo. S. Atwater; Lieutenant, Jesse Brown; Second-Lieutenant, Chas. Whittman; Color-Bearer, Wm. Ziepp; Bugler, Jas. K. Peacock. The club, which was organized June 1st, 1884, with eight members, now has twenty-seven men enrolled, and possesses one of the finest club houses in Ohio.

CHAPTER I.—Tuesday, June 9, one half of the famous Newark firm, Zacharias and Smith, dropped into our sanctum. The half referred to was Mr. Zacharias. He was excessively happy. In reply to our cross-examination we had learned that he had neither caught a short horse, nor had he invented a new cycle wrinkle. He and his happiness departed, and as he passed through our curtained portals, his eyes seemed to say: "I could tell you a thing or two if I would." Chapter II, Friday, June 12th. Among other things that the P. O. Box yielded up this A. M., we discovered the following: Charles R. Zacharias—Miss Adelaide Marsh—Married—Wednesday evening, June 10th, 1885—Newark, N. J. We no longer wonder. Mr. and Mrs. Zacharias, may your life be as a long tour over smooth macadam through beautiful country.

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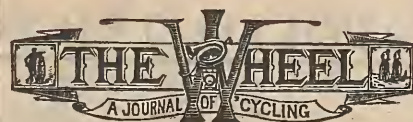
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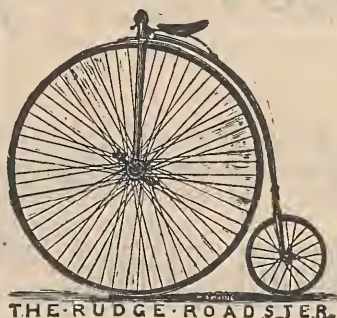
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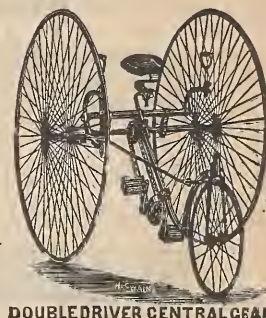
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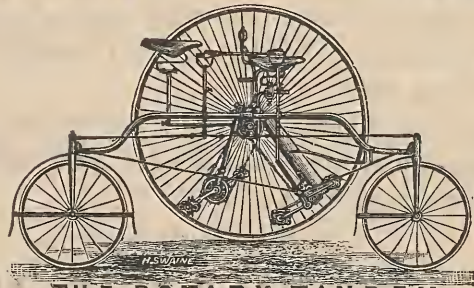
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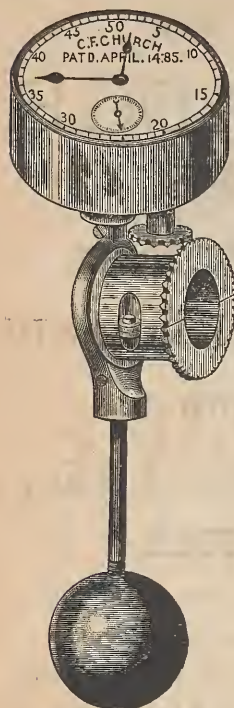
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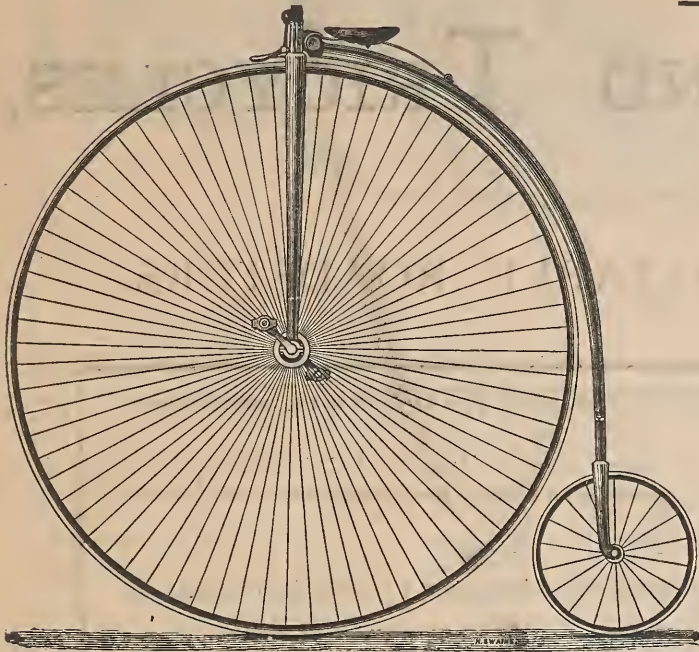
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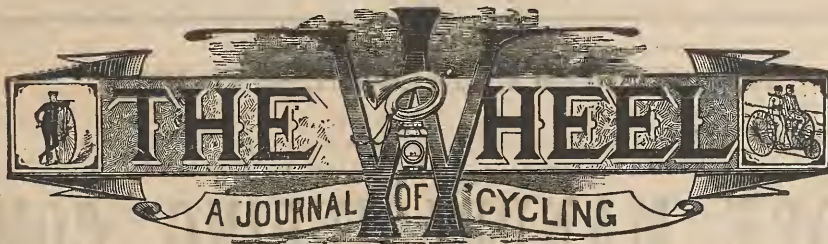
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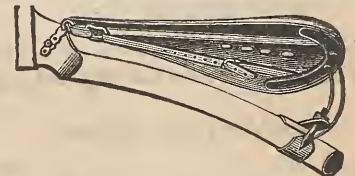
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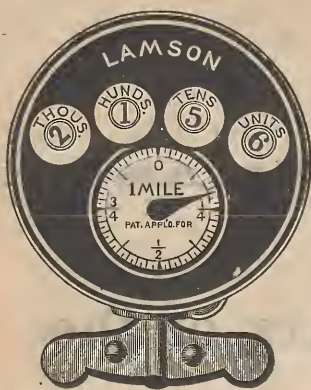
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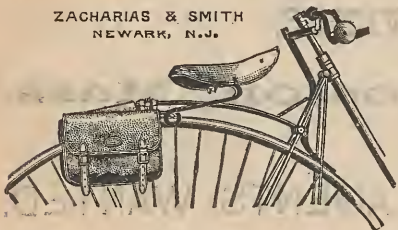
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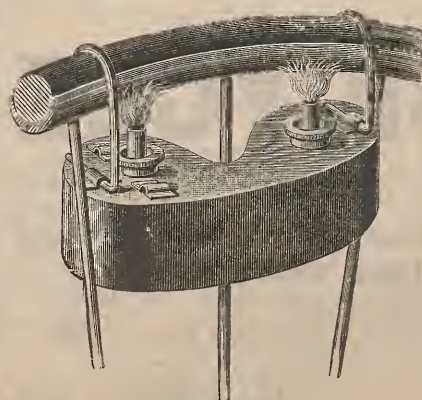
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