

wheel, and lastly, a weary, foot-sore, cold and expostulating wheelman leading a no-more fractious cycle homeward over the ice.

For the purpose of yachting the bicycles are fitted up with sails and masts, and a common manner of rigging them is shown in our illustration. The wheels of the machine are left the same as for land use, except that the front wheel is oftentimes made stationary and a skate is attached, which greatly facilitates the steering, and also adds to the craft's efficient in working to windward or against the wind. A small spar, three to five feet long, is fastened to the head of the bicycle, and at right angles to this, across the top, is a light stick (the upper boom)



reaching out either way, sometimes as much as four feet. The sail is made fast, or, to be more nautical, bent, to the upper boom, or light cross stick above mentioned, and to the lower part of the sail is bent another boom similar to the one to which the upper part of the sail is made fast.

The sail is made of light muslin, and is from three to five feet high and from four to eight feet wide, and in it are cut one or two holes, according to the size of the "canvas," to enable the navigator to keep a sharp lookout ahead.

When the sail is bent to the booms, and the center of the upper boom is made fast to the top of the spar, pieces of small rope, or "sheet lines," are attached to each end of the lower boom, so that the sail can be trimmed to suit the "course" of the "yacht" and the direction of the winds.

The pedals of the wheel are seldom used for propulsion purposes, but come in handy to assist in steering and to be used as a brake by back-pedaling. Wheelmen who do considerable sailing, with a slight previous knowledge of the art of managing a yacht, become such adepts in handling their rubber-shod steel craft that excellent, headway can be made "tacking" or "beating" to windward; but it is in running wit the wind "aft," or over the "quarter," that the most pleasure is obtained out of the novel sport, for it is on this course that phenomenal speed is attained—even equaling that made by ice boats, when conditions are favorable.

O. K. SCHIMANSKY.

CYCLING.

THIRTY-INCH WHEELS.

BICYCLES equipped with thirty-inch wheels will be offered by several American manufacturers for 1899, in some instances at the regular list price of twenty-eight-inch wheels in others at a slight advance. The advantages broadly claimed for this type are increased ease of passing over rough road surface, lessened vibration and greater suitability for tall riders. A few years ago bicycles fitted with twenty-eight-inch wheels in front and thirty-inch rear were favored in England, but later abandoned for the uniform twenty-eight-inch wheels used in this country from the beginning of safety construction. In general appearance, these larger models are not improved over standard designs, shorter steering-heads and shorter frames being necessary in case the heights of the completed machines are not to be increased. A trifle additional weight must be allowed to equal the strength of the same models in twenty-eight-inch wheels. Higher gears and longer cranks are usually fitted to thirty-inch machines.

DIVISION ELECTIONS L. A. W.

Late in November elections for general State Division officers of the L. A. W. were held in New York and Massachusetts; The result in New York was the election of Mr. M. M. Belding, Jr., of the Borough of Manhattan, as chief consul and Mr. H. B. Fullerton, of the

Borough of Brooklyn, as vice-consul. For representative of the First District, Dr. L. C. Le Roy polled the heaviest vote, with ex-Chief Consul Isaac B. Potter only one vote behind him. In Massachusetts, Sterling Elliott received 3,222 votes out of 3,956. Dr. A. A. Bryson, of Fall River, was elected vice-consul and Aaron Wolfson, of Dorchester, secretary-treasurer. The latter had but eight majority, however, over Arthur K. Peck, who ran on an independent nomination. The total vote for secretary-treasurer standing: Wolfson, 1,724; Peck, 1,716.

IMPORTANT LEGAL DECISION.

Judge Braulein, of Buffalo, N. Y., has rendered a decision to the effect that the purchaser of a bicycle on the installment plan must carry out the terms of the contract without regard to whether a reduction in the price of the machine is subsequently made or not. On April 12, 1897, Mrs. Daniel Peckham, of Buffalo, bought a bicycle, the purchase price of which was \$100, and so stated in the contract. She paid \$77.50 down and agreed to pay the balance within a reasonable time. Less than three months afterward the makers of the wheel purchased by her reduced the price of their machines to \$75. Mrs. Peckham then declined to pay the balance of the \$100, claiming that she had read paid more than the price of the machine at the time it was delivered to her. The retailer instituted suit to recover the balance due

on the contract price. Judge Braunlein decided in favor of the plaintiff, ruling that as the contract was for \$100, the subsequent reduction could not in any way alter it.

NOTES OF THE MONTH.

The following are the nominations for general officers of the Century Road Club of America: President, A. I. Lace, St. Paul, Minn.; First Vice-President, S. L. Warns, Baltimore, Md.; Second Vice-President, Walter Farraday, Wilmette, Ill.; Third Vice-President, C. E. Fay, Cambridgeport, Mass.; Secretary, C. M. Fairchild, Chicago, Ill.; Treasurer, T. C. Fry, Rochester, Pa.

The first Russian motorcycle road race was run on October 23d, at Strena, over a course about twenty-five miles in length. There were six starters, all tricycles. Four finished in the following order and in the times given: Belajeff, 1:33:36; Merle, 1:45:36; Stepanow, 2:04:00; Marjof, 2:14:21. The other two were disabled.

The National Board of Trade of Cycle Manufacturers, organized May 29, 1894, for the general advancement of the interests of the American bicycle and allied industries, was dissolved on November 17, 1898, by a majority vote of its stockholders. Its place will be taken in part by smaller intertrade associations of tire manufacturers, cycle parts makers, wood rim builders, retail dealers, etc.

No cycle show, under the auspices of the American bicycle trade as a whole, will be held during the present winter. Privately conducted exhibitions will, however, be held at the Keith Building, Wabash avenue and Monroe street, Chicago, January 8th to 15th, and at the Madison Square Garden, Manhattan, January 21st to 28th, 1899.

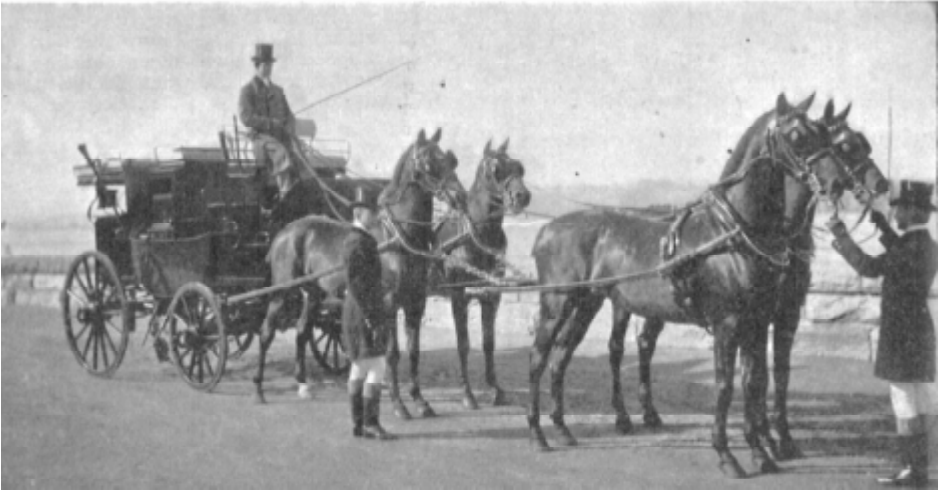
The British Post Office Department has under consideration the project of supplying electric and other motor vehicles for use in the postal service of London. The municipal department is also inviting propositions.

RECORDS OF THE MONTH.

The New York-Washington road record, noted in OUTING for December, was quickly broken. The new holder of this record is Mr. Harry Park, of Baltimore, Md., who covered THE distance, unpaced, in 25h. 45m., which is 1h. 47m. below the previous record.

On November 23d. E. O. Kragness, of the Olympic Wheelmen, San Francisco, Cal., broke three American road records over the Alameda-Haywards course. He lowered the 50-mile standard course from 2h 22m. 59s. to 2h. 13m. 29s., which lowers also the American straight-away course mark of 2h. 15m. The last ten miles he covered in 22m. 15s., lowering the American standard course record of 24m. 14s.

THE PROWLER.



MR. ALBERT C. BOSTWICK'S FOUR-IN-HAND.

EQUESTRIANISM.

IN the brief note, published in OUTING for December, anent the National Horse Show of 1898, written while it was in progress, the interest taken in it by novices, and the success it achieved by virtue thereof were touched upon.

Now that I come to review the whole carnival, long after the excitement incident to its closing hours has subsided, I can dwell more profitably for a space on the many changes resolved upon by the Association and the momentous events resulting from the steps already taken by some of the exhibitors.

The changes referred to, as yet only under contemplation, I will mention at the points where they properly belong, but with regard to the actions of exhibitors, these will have such a bearing upon horse shows of the future that they are worthy of special notice. In the first place, a number of prominent exhibitors have incorporated with the object of holding an *open-air* horse show within New York City limits, the main features of which are to be so arranged as to appeal to local horsemen who, indulging in all kinds of out-door equine sports themselves, are anxious to see these