ODD DEALINGS IN REALTY.

SEVEN OF THE SHAKER LEASES RECENTLY TRANSFERRED.

MR. VALENTINE'S AUTHORITY TO ACT FOR THE COMMUNITY APPARENTLY NOT ACKNOWLEDGED—DISAGREEMENT WITH HIS FELLOW-TRUSTEE—THE LATTER'S CHARGES.

Robert Valentine, the octogenarian trustee of the Shakers of New-Lebanon, has been getting rid of the leases of real estate he made in this city in behalf of that community last May and previously. Within three weeks he has transferred seven of these leases, the most important of them being made nominally to one Saul G. Samuels, who in turn has handed them along to what is called the "Otis Realty Company," an organization which does not appear by name in the city directory.

LIST OF THE TRANSFERS.

The leases transferred by Mr. Valentine to Saul G. Samuels, and by him conveyed to the Otis Realty Company, are those of the Hotel Graham, at the southwest corner of Madison-ave. and Eighty-ninth-st., from August 1, 1896, to December 1, 1905, $3,000; the Hotel Balmoral, on the east side of Lenox-ave., between One-hundred-and-thirteenth and One-hundred-and-fourteenth sts., from August 1, 1896, to April 1, 1897, $3,000; the Evelyn apartment house, at the northwest corner of Columbus-ave. and Seventy-eighth-st., from August 1, 1896, to September 1, 1910, "valuable consideration;" the Niagara apartment house, at the northwest corner of Park-ave. and Eighty-seventh-st., from August 1, 1896, to April 1, 1901, "valuable consideration," and Nos. 139 to 147 West Eighty-second-st., from August 1, 1896, to April 1, 1906, "valuable consideration." Mr. Valentine also made the following transfers of leases: Nos. 822 and 824 Broadway, southwest corner of Twelfth-st., Rooms 2 and 3, to Henry Noll, five years from August 1, 1896; No. 71 Eighty-seventh-st., north side, about 75 feet west of Park-ave., fourth floor, to Fannie Horowitz, 8 1-12 years from September 1, 1896.

The story of Mr. Valentine's lease of the Florence Building, at Second-ave. and First-st., on a basis of 5 per cent on $200,000, was told in The Tribune at the time, early in May. The owner of the building was Theodore C. Gross, an importer of wines and liquors, at No. 73 West Houston-st. In an interview at the time Mr. Gross gave a glowing account of Mr. Valentine and of his shrewdness in real estate matters.

MR. GATES'S CRITICISMS.

A few days later the story came out that Benjamin Gates, the other of the two co-trustees of the Shaker Community, was angered and grieved over Mr. Valentine's leases. Mr. Valentine laid claim to full authority to make the leases for the Shakers, whose real estate wealth and other financial resources were incidentally declared to be fully $40,000,000. Mr. Gates denied this alleged authority. He went further, and his allegation was published that Mr. Valentine had been duped, that he had been made the tool of a combination of real estate sharpers and that his signature to the leases was valueless anyway without the signature of Mr. Gates, the co-trustee. Mr. Gates asserted that all the leases would have to be set aside as void in consequence.

The lease of the Evelyn, a fine apartment house, dated from May 1. It belongs to the Auchincloss estate. Mr. Auchincloss was informed by Mr. Gates that the lease had no binding power with the Shakers, since Mr. Valentine had no authority to act.

Randolph Guggenheimer, of the law firm of Guggenheimer, Untermyer & Marshall, leased the Hotel Graham to Mr. Valentine, supposing him to have power to act for the Shakers. Theodore C. Gross, when he leased the Florence building to Mr. Valentine, said that he had satisfied himself that Mr. Valentine had authority to act, since either one of the trustees could act in leasing real estate, he asserted, when the annual rental did not exceed $10,000.

A SEARCH FOR SAUL G. SAMUELS.

Saul G. Samuels is put down in the city directory as being a real estate dealer, having an office at No. 150 Nassau-st., the American Tract Society Building, and living at No. 65 East One-hundred-and-seventeenth-st. Mr. Samuels has occupied Room No. 934 on the ninth floor in that building. A notice dated September 1 is pinned on the door, commanding Mr. Samuels to appear in the Second Judicial Court, in Grand-st., at 10 a. m., September 4, to show cause why he should not deliver up the premises. The janitor of the building said yesterday that Mr. Samuels had occupied the room for some nine months, but had never had his name on the door. He had not been at the building, the janitor said, for two weeks.

Mr. Samuels was found at the Hotel Balmoral yesterday. In reply to questions, he said: "The transfers of property recently made to me by Robert Valentine were in the ordinary course of business. Was Mr. Valentine put under any pressure by the Shakers to assign the leases? Not that I know of. The fact is, he made a mistake when he thought he could run a hotel. He was too old and did not understand the business. So I arranged to take those leases off his hands."

THE OTIS REALTY COMPANY.

"Why did you transfer them to the Otis Realty Company?" Mr. Samuels was asked.

"Well," he replied, "I took the leases only nominally, in order to transfer them to the company."

"Who are the officers of the company?"

"The treasurer is Theodore C. Gross, who owns the Florence Building; the president is Daniel C. Otis, a retired real estate man."

"Where is the company's office?"

"At No. 853 Broadway."

"Is not the office of Louis J. Horowitz there?"

"Yes."

"Has he anything to do with the company?"

"He is the real estate agent for it."

"Is he the husband of Fannie Horowitz, to whom Mr. Valentine transferred his lease of the East Eighty-seventh-st. property?"

"I really don't know who she is."

MANAGEMENT OF THE BALMORAL.

Mr. Samuels said that the Otis Realty Company was now running the Balmoral. When the proprietor of the Balmoral was asked for yesterday by The Tribune reporter, he was referred to Mr. Samuels. The Valentine transfers, through Saul G. Samuels to the Otis Realty Company, are made in the individual name of Robert Valentine. Mr. Samuels declared yesterday that when the leases of the properties were taken by Mr. Valentine, the aged Shaker showed a paper authorizing him to act in behalf of the community. The threat of Mr. Gates that the leases would be ignored by the Shakers seems to have been made good. Mr. Gates is more than seventy years old.

A. J. White, of No. 30 Reade-st., an old friend of Mr. Gates, made the following statement, as published at the time when Mr. Gates denounced the Valentine leases: "Mr. Valentine is either non compos mentis, or else he has been hypnotized by the men who have drawn him into these enterprises. What makes me think so is that he has not a dollar in the world."

FUNERAL OF ANTONIO CUNEO.

The funeral of Antonio Cuneo, who was known as the "Banana King," and was prominent in the fruit trade of this city, took place yesterday at St. Gioachino's Church, in Roosevelt-st., near Park Row. The church was filled with relatives and friends. There was present a large delegation from the Barilati Association, nearly one hundred of the employes of the banking-house and the fruit stores which the deceased formerly conducted, and many men connected with the importing and shipping trade. The pallbearers were M. H. Barilati, E. Satriali, C. Zerbarini and A. Molenetti. The casket was carried by six undertaker's assistants.

The floral tributes were so numerous that they completely filled three carriages. They were left in the carriages, instead of being carried into the church. One of the largest and most elaborate of the floral designs was that from the Barilati Association. It bore the lettering in purple flowers: "We mourn our loss." Another tribute had the inscription, "We mourn our deceased friend," and another, "At rest." Among the other tributes were crosses, anchors, stars and a great variety of other designs, all intended to show the widespread regard which was felt for Antonio Cuneo.

The services were conducted by the pastor and assistants of the church. The burial was in Calvary Cemetery. In the carriages that followed the hearse were Mr. Cuneo's widow and his nieces and nephews. He left no children. There was a long of the carriages filled with relatives and friends. The funeral was attended by one of the largest congregations ever seen in the parish. Many people were unable to obtain admission to the church, and it was necessary to have a special detail of policemen to preserve order in the street.

THE REFORM COMMITTEE.

THEIR CONNECTION WITH JAMESON'S RAID IN THE TRANSVAAL.

THE CHARGE OF COWARDICE BROUGHT AGAINST THEM REFUTED BY RICHARD HARDING DAVIS.

An article has been sent out by the United Press, written by Richard Harding Davis, on Jameson's raid in the Transvaal, and the part played in it by the Reform Committee of Johannesburg, of which John Hays Hammond was a member. Its object is to refute the charge of cowardice against the committee in connection with the capture of Jameson. After reciting the intolerable conditions under which the Uitlanders lived in the Transvaal, Mr. Davis describes the formation of the Reform Committee and its objects—to change the laws of the country and to smuggle arms into the country to accomplish the purpose. He then continues in part:

Six weeks before the Jameson raid the Reform Committee had mapped out their plan of action. They had spent £70,000 ($350,000) in provisions, which they expected would outlast a two months' siege; they had arranged that the water supply of Johannesburg could not be cut off from the outside and they had ordered rifles and Maxim guns and were smuggling them across the border.

It was while the guns for defence were slowly coming in that Dr. Jameson, the administrator of the Chartered Company's affairs, was told of the movement of the revolutionists and asked by them if he would, in case they needed his assistance, come across the border to the aid of his fellow-countrymen, bringing with him his mounted police and 1,500 extra guns, which they would send him to Mafeking.

Jameson gave his consent readily, and agreed to the conditions under which he was to enter the Transvaal. These conditions were exceedingly important and exceedingly explicit. He was to move only when the reformers gave the signal for him to do so, and they, as the chief movers in the plot and the men having the most at stake, were to be allowed to judge exactly when that time had come, or if he should come at all; that when he came he must bring 1,500 men with him, and the extra 1,500 guns on which they counted. This he promised to do, and asked in return that they should write him a letter inviting him across the border, which he could show later as a justification for his action.

During the six weeks which intervened between the delivery of this letter and the raid the Reform Committee continued actively in its preparations for the defence of the city. Its plan was to declare itself on January 6.

On December 25 one of the Reform Committee was sent in great haste to the Cape to arrange some final details and to hurry up the arms, which were slow in coming, and without by which the revolution was as formidable in appearance, but as absolutely impotent in fact, as an empty dynamite can. When at the Cape this member discovered a hitch in their plans and so informed the Reform Committee, and this caused Samuel Jameson at Johannesburg to send the following telegram to his brother at Mafeking:

"It is absolutely necessary to postpone flotation through unforeseen circumstances here altogether unexpected. . . . You must not move until you have received instructions to."

This was on December 26, just two days before the raid. On December 27 a telegram was received in Johannesburg by Jameson's brother to the following effect:

"Dr. Jameson says he cannot give extension of refusal for flotation for December, as Transvaal Boers opposition."

This telegram was the first intimation the Reform Committee received that Dr. Jameson had some idea of taking the bit between his teeth, and dragging the reins out of their hands and bolting.

And at once, in the greatest possible alarm at the probable failure of their long-matured plans, they sent two messengers posthaste to warn him not to move from where he was.

In spite of this, on Sunday, December 29, Dr. Jameson started on his ride to Johannesburg, against the wishes of Cecil Rhodes and against the entreaties of the Reform Committee, and instead of bringing with him the 1,500 men and the 1,500 extra rifles agreed upon, he came with only 504 men and carried no extra arms.

The position of the Reform Committee was now, owing to the precipitate action of Dr. Jameson in disobeying orders, and in forcing them to show their hand, a most difficult one. They had, all told, but 1,000 rifles in the town, while the Boer Government had under arms and within call 8,000 burghers, each of whom was a fighting man.

Another circumstance which at the same time added greatly to the difficulties of the Reform Committee was the fact that the inhabitants of Johannesburg knew that they had invited Jameson to come to their assistance, and they were now wondering why no preparations were being made to meet him on his way, but the Reform Committee knew, to its sorrow, that if it took the guns away from its policemen and went to Jameson, it would take every gun there was in the city out of it, leaving it absolutely unprotected from the Boers, who were gathering in large bodies at different points surrounding Johannesburg.

On the night previous to the surrender, when it was proposed in Johannesburg to go out and meet him, the Military Committee, which was composed of Colonel Rhodes, Heyman, Frank White and Jameson's brother, the last three being Jameson's own representatives in Johannesburg, the men who had been sent there by him to look after his interests, refused for an instant to entertain the idea that he needed help.

Many different reasons are given to explain why Jameson started when he did, against orders, knowing the helpless condition of Johannesburg and with such an inadequate force, but the reason that probably is nearest the truth is suggested by a remark he made just before he rode out of Mafeking.

"Those men are funking it," he said. "I'm going to stir them up." That speech undoubtedly is the real explanation for his remarkable action. He wanted to play the part they had assigned him, and he thought the others were afraid to play theirs, and that the whole expedition would come to nothing. He wanted the acclaim which would follow his invasion of the Transvaal, and he thought that the chance of his doing so was slipping from him through the half-heartedness of the men of Johannesburg.

The men who he considered were "funking it" were in much greater danger for months than was Jameson during the three days of his ride. Their offer to go to jail as hostages for his safe conduct out of the country he had entered against their entreaties required much more courage on their part, knowing as they did that the Boers were only too anxious to get them there on any count, than it would have taken to have dashed across the veldt, gun in hand, to attempt an Adelphi melodrama rescue.

There is one story of Mr. Hammond which was told me by others of the Reform Committee, and which, while it will not surprise those who know the man, will give an idea of his character to those who do not. Hammond was very ill during his imprisonment, and in consequence permitted to go to the Cape for his health under a heavy bail. He was at that time under sentence of fifteen years' imprisonment, and the bail was not so heavy as the fine he has still to pay, which amounts to $125,000. He did not give his parole to return to jail, and his failing to have done so would have meant nothing more than the forfeiture of his bail, the amount of which he could have very well afforded to pay. Two days before his leave had expired Hammond came back to Pretoria and knocked at midnight at the door of the jail for admittance to what, for all he knew then, meant fifteen years of his life in prison.

And when people accuse the Reform Committee of cowardice and of being men who failed to keep their word, they should put before them these two pictures—the one of the Englishman Jameson, surrounded by his 500 troopers, saying: "Those men at Johannesburg are funking it. I am going to stir them up," and three days later raising the white flag; and the other of the American Hammond, when still shaking with fever, he returned to serve out his sentence and stood alone at midnight knocking for admittance at the gate of the Pretoria Jail.

OUTING OF THE MOHICANS.

A BALL GAME BETWEEN MARRIED AND SINGLE MEN ONE OF THE FEATURES.

Headed by McAuliffe's Band, the Mohican Club of the XXIId Assembly District marched through the district yesterday morning before they boarded the steamer Isabelle which was waiting for them at East Forty-second-st.

The occasion for the parade of the Tammanyites of that district was the annual outing and games of the club, which has for its standard-bearer Alderman Francis J. Lantry. The 500 members of the club met at their headquarters, No. 211 East Forty-second-st., at 8 o'clock, where each received a blue yachting cap with a white band and a bamboo cane. Following the band in the parade through the district was William Salmon, the flag-bearer of the club, dressed in the full regalia of a Mohican chief. Next came the prize calf, for which the members of the club in the afternoon ran a hundred-yard dash. Among the games were a baseball match between the married and single men of the party.

Among those who attended were R. A. Van Wyck, Assistant District-Attorney Unger, W. H. Hornidge, David J. Roche, Daniel C. Johnson, J. Brodie, Harry Beekhardt, D. W. F. McCoy, Larry Boyle and John J. Harrington. The party sailed up the Sound and then returned to Witzel's Point View Grove, College Point, where the afternoon was spent. The party returned to the city last evening and again marched through the district.

THE SEASON AT POLAND SPRINGS.

Poland Springs, Sept. 3.—This has been the most successful August yet known at Poland Springs, both hotels being crowded to their utmost limit and hundreds refused for lack of accommodation. Prominent among the guests of this week are Governor Cleaves and Herbert M. Heath, of Maine.

The last week has been delightful. Typical "Poland weather," the air fresh and invigorating, with a suspicion of coolness—just enough to make one realize how cosey and hospitable are the great fires of blazing logs piled high in the huge fireplaces. Now are halycon days for driving.

The golf interest waxes high in the clear, crisp September air.

The books given to the library by admiring friends and patrons of Poland Springs now number nearly 1,500, and form an added source of enjoyment to many.

IN THE CYCLING WORLD.

COOL WEATHER INCREASES THE NUMBER OF CITY WHEELMEN.

IMPROVEMENTS WHICH HAVE RECENTLY BEEN MADE IN UPTOWN STREETS—THE NUISANCE OF THE BICYCLE GONG—VALVES AND THEIR CARE.

The fall cycling season is now here, and wheelmen who have been spending the summer in the country are returning to swell the crowds on the city avenues. It is not safe to say that summer weather is all behind, for September often brings exceedingly hot days and nights; but for a fortnight the riding has been superb, as far as atmospheric conditions are concerned. The one drawback to much out-of-town touring has been the dustiness of the roads. The infrequency of rain and the rays of the midsummer sun have left the ordinary country roads in unpleasant shape. In the city the state of things is not so bad. Indeed, those who have confined their riding to out-of-town places for the last two months will find that various improvements have been made in the summer which add to the comfort, pleasure and safety of city cycling.

It is surprising how quickly the asphalt on the east side of the Boulevard between Ninety-second and One-hundred-and-sixth streets was laid when once an actual start was made on it. There were all kinds of annoying delays, chief among which was that consequent upon the street railway company's unwillingness for a time to change the grade of its tracks. However, successive difficulties were overcome, and as soon as pickaxes were laid to the old macadam and the asphalt was delivered, it was a short job to lay the smooth pavement. The traffic along here, which was formerly congested on the west roadway, is now divided, and the danger of riding on the Boulevard has been greatly lessened. The aesthetic features of the thoroughfare have also been looked after, as far as possible under available funds. Sods have been laid on a number of the centre plots, the walks have been neatly covered with crushed stone, and the whole appearance of the Boulevard has been brightened up. It is not easy to believe that the public will show its full appreciation of all this, for in a few days after the sod was laid at Sixtieth-st., some of it had been trampled away. Further up certain of the plots have been surrounded with a light steel and wire fence. This is an experiment, explains the Department of Public Works, and the spaces will be thrown open if public sentiment seems to demand it.

With all this, the Boulevard is not one of the show streets of the metropolis. Its surroundings are not so depressing to look on as they were a few years ago, but there remains a number of shanties, tumble-down buildings and vacant lots littered with cans and other rubbish. What might almost be termed a building boom has struck the Boulevard, and many new houses have been begun or finished there. In due time the aspect will be greatly changed. The Boulevard has been the great centre of cycling in this city, but with the laying of asphalt on other streets it will lose some of its pre-eminence in the public favor.

Since the spring West One-hundred-and-tenth-st., or the Cathedral Parkway, has been improved in a way to add appreciably to the convenience of city cycling. Until recently One-hundred-and-sixth-st. was the common route between the upper end of Central Park and the Boulevard and Riverside Drive. It is broad and paved with asphalt, but has been in a chronic state of being torn up. There has been a great deal of building between Columbus and Amsterdam aves., and the laying of car tracks there also made a good part of the roadway useless for months. Besides, the crossing at Columbus-ave. is a dangerous one, on account of the cable-cars. The widening of West One-hundred-and-tenth-st. and the completion of the paving gives a straight road from the Boulevard to the Park. There is to be a new entrance to Riverside Drive at One-hundred-and-tenth-st., which has been under way since spring, and which should be finished before long. One-hundred-and-tenth-st. is to be widened all the way to Fifth-ave. and also repaved, so that a new and convenient crosstown cycling route will be opened next year.

There has been some comment that West One-hundred-and-tenth-st. from Manhattan-ave. to the Boulevard should be paved with granite, the explanation of the authorities being the grade. So much gravel remains on the blocks now that the riding is not bad. It is to be hoped, however, that the Park Department will lay strips of asphalt along the curb lines, so that, as far as wheeling is concerned, this shall really be a parkway. It is also unfortunate, looking at the subject purely from the point of the cyclist, that the plaza at One-hundred-and-tenth-st. and Eighth-ave. should have been paved with granite. This is a part of the park system, legally, as well as in fact, and granite is essentially the paving for heavy trucking. It is likely that the contract was let before the tendency toward asphalt pavements became so strong as it is now. At any rate, some strips of asphalt would make the riding pleasanter here. The plaza at One-hundred-and-tenth-st. and Fifth-ave. was paved with Belgian blocks some years ago, and is a break in the smooth going on Fifth-ave., which now stretches from Ninetieth-st. to One-hundred-and-thirty-fifth-st. Many cyclists ride on the stone crossings, which are, of course, meant for pedestrians. Two strips of asphalt here would be a boon to wheelmen. The present Park Board, by deciding to place asphalt on the plaza at Fifty-ninth-st. and Eighth-ave., has shown that it favors smooth approaches to the Park. Asphalt strips four feet wide laid across the two upper plazas would cost little.

Probably few wheelmen know that the entrances to the Park at One-hundred-and-tenth-st. have formal names. That at Eighth-ave., which has recently been finished, is the Stranger's; that at Seventh-ave., the Warrior's; at Sixth-ave., the Farmer's, and that at Fifth-ave. (which is for pedestrians only) is known as the Pioneer's.

A considerable amount of asphalt has been laid this summer. Much of it has been on stretches of a few blocks only, and some on longer thoroughfares. The work on Fifth-ave. between Ninth and Fifty-ninth sts. is now of greatest importance. It will in part be finished this fall. The Park Commissioners are considering the advisability of putting asphalt on the gap that will exist between Fifty-ninth and Ninetieth sts. The granite paving is still in excellent condition on the upper part of this stretch, and that causes hesitation as to whether the money should be spent at once. Below Seventy-second-st., however, the pavement is full of depressions. Then, too, the Public Works Department means to continue the asphalt from One-hundred-and-thirty-fifth-st. to the end of the avenue, so that another twelve months should see the whole of Fifth-ave., from Washington Square to the Harlem River, paved in fitting fashion.

In due time, as funds become available, cyclists may expect to have the cross streets opposite entrances to Central Park laid with asphalt. At present most of the gates can be reached only over granite. The Legislature has given the Park Department jurisdiction over these approaches and has protected most of them from street railways. In the case of West Seventy-second-st. the result has been especially admirable. Not only has the roadway been kept in superb condition, but the grass plots on the sidewalk have been a delight to the eye. The Legislature, to be consistent, should place Central Park West under the control of the Park Board. At present there exists the anomaly of Fifth-ave. east of the Park being under the charge of the Park Commissioners, and Central Park West, or Eighth-ave. between Fifty-ninth and One-hundred-and-tenth sts., being in the jurisdiction of the Department of Public Works.

Some improvement has been made on the approaches to the new Central Bridge on the other side of the Harlem, but that from Seventh-ave. is still distressingly bad. Macomb's Lane from One-hundred-and-fifty-third-st. to the bridge is several inches deep in loose earth, save where the bicyclers have made a narrow path for themselves. The laying of sewers has hitherto made changes in the roadway out of the question, but now there is promise that the bad features will be done away with. One-hundred-and-fifty-third-st. from Seventh-ave. to Macomb's Lane is to be widened from thirty to seventy feet. The corners will be rounded and grass and shrubs planted. Seventh-ave. is in even greater favor with drivers of fine trotters than with wheelmen, so that pleasure will be widespread when the plans outlined are carried into effect.

The valve of a bicycle tire is sometimes the cause of grave trouble and one may suspect that he has been the victim of a slight puncture when all the trouble is in the valve. No matter how the valve is constructed, an essential part of every one is a rubber washer. As everybody knows, rubber will, in the course of a few months, lose its quality and become "dead," and when this happens it is not strange that the valve fails to hold air. Some valves are so constructed that a rider with the least degree of mechanical skill can remove the plunger in case of necessity and apply a new washer, thus making the valve airtight again; and, so far as riders are concerned, such a valve would seem to have points of superiority over any other. A widely used valve, however, is so made that the plunger and washer can only be got at from the inside—that is, by the removal of the entire stem, a job which no one but a regular repairer would undertake. The repair men, as a rule, speak highly of this valve; how far their opinion is formed by the fact that cyclists must come to them in case repairs are necessary, is a matter for conjecture. Happily, the valve in question does not get out of order readily. Many valves are constructed with a coil spring to hold the plunger in place; others accomplish the same end through the elastic power of the rubber forming the plunger. The pressure of the air when the pump is applied compresses the spring or stretches the rubber, allowing the air to pass into the tire, and the air pressure immediately restores the plunger to its position, with the washer held tightly in place. Riders have been known, when something appeared to be wrong with a valve, to put a drop of oil in it, forgetting that the effect of oil on rubber is anything but good, and that a valve is never in need of oil to make it work properly. The cap of a valve is commonly an essential part of it, although it ought not to be. At the same time, it will often happen that a valve, which, when tested with the cap off, will show a slight leakage of air, will be found airtight with the cap firmly screwed in place. In fact, the caps of some valves are provided with a rubber lining at the inner end, so as to make as tight a joint as possible. In any event, it is unwise to use a tire when the cap of the valve has been lost, since dust and dirt are sure to enter and be the cause of trouble.

The old idea that the front wheel of a bicycle ought to be larger than the rear one appears to have gone out entirely. Only two or three years ago it was contended by both manufacturers and riders that with the front wheel two inches larger than the rear one, greater steadiness was afforded to the man in the saddle, and the tendency of the machine to wobble was materially diminished. It was not an uncommon thing then to see a man riding a bicycle with a 28-inch wheel behind and a 30-inch in front, while in the cases of some women's wheels 26 and 28 inches were frequent. Such bicycles are rarely seen nowadays. It is true that the makers of cyclometers, many of them at any rate, furnish distance measurers for both 28-inch and 30-inch wheels, but the demand for the latter is small. Twenty-eight inches has been shown by experience to be the most satisfactory size for the wheels of a "safety"—how rarely that word is used nowadays, by-the-way—and it is not probable that the future development of the bicycle will bring about any change in this respect.

One does not need to go far back in memory to recall the time when the first "safeties" were seen in the streets, and attracted even more attention than do the old high wheels that are to be seen semi-occasionally even now. One of the early riders of a safety in this neighborhood was a man of full girth, who wore a heavy beard, and he tells with glee how the street boys of that period used to greet him with such cries as "Hello, sawed off!" and "There goes whiskers on a little one." It is hard for one who sees the army of cyclists of the present time to believe that ten years ago the few riders then in existence rode "high wheels" with "hard tires," with the exception of a small number, who were content with the old-fashioned tricycle. The high wheel came to be called the "ordinary" after the introduction of the safety, and that name still adheres to it in the minds of riders of the earlier period. To the new generation of cyclists that word sounds strange, and they speak of it only as the "high wheel," and wonder how any one could be willing to risk his life in mounting one. Most of the "ordinaries" now in existence are stowed away in cellars, or garrets, or stables, and in another year or two no one will be seen riding one of them in public. It is a singular fact, however, that a few of the riders of the old-style wheel have never taken to the safety, which they regard as altogether too easy. "There's not enough excitement about it," said one of them in speaking of his adventures in the days that were. "There was an element of danger in riding a high wheel that was very fascinating, but there is nothing of that in the wheels that all the boys and most of the girls now ride. There is no excitement about it, such as we used to have when real 'headers' were likely to occur at any moment. I have never been able to bring myself to riding the safety, and so I stand aside and let the army of wheelers of the present day roll by."

On any of the much-ridden roads around the metropolis the number of places which have sprung up in the last year or two to provide entertainment and refreshment for the riders of the wheel is phenomenal. There were a good many of them last year; this year the number has at least doubled. Some of them are simply rude stands by the roadside, which dispense "soft drinks," chewing gum, cigars and cigarettes; others are full-fledged saloons; still others are hotels in all that the word implies, where one can procure a good meal and get comfortable lodging for the night, if necessity arises. Repair shops also abound, and at not a few of the so-called "wheelmen's rests" it is no uncommon thing for pumps, oil and lubricants to be supplied for the free use of "guests," or for the price of a tip to the attendant, who is on hand to rub the dust off the bicycle, while its owner comfortably sips his cooling drink. In places further removed from the centre of metropolitan life, the advent of the bicycle has had a perceptible effect in the recrudescence of the old-time inn, which had continued a precarious existence during the period since the stagecoach brought people to its door and money to the proprietor's coffers. In country villages remote from railroads, though, many of the so-called hotels are still shabby enough in their appointments and cuisine; but there is no doubt that with the development of good roads and the increase of tourists on bicycles they will be compelled to pull themselves together and "look alive" for the custom that may cause other inns of real comfort to spring up. The law of supply and demand will govern here as elsewhere.

It is time for a crusade against needlessly loud-sounding bicycle bells. No excuse can be made for a bell five or six inches in diameter placed over the rear wheel, that gives forth a sound like a trolley-car gong. Such bells are connected by a cord or chain with the handle-bar, and are rung savagely on the slightest provocation. They are a public nuisance, and should be suppressed by law. In Asbury Park, N. J., an ordinance has been passed making it a misdemeanor for a bicycle rider to use a fire-alarm bell of this description. The bell prescribed to be used in that town must not be more than two and one-half inches in diameter, and the rule laid down is that a wheelman must ring his bell when within 100 feet of any person or object approaching. The new ordinance will not go into effect until September 18. It is a much more sensible ordinance than those enacted in some other New-Jersey towns, where the bell has to be rung whenever one approaches within thirty feet of a person or another vehicle, either to meet or pass him or it. In this city the requirement is that the bell shall be rung before crossing a street, but no attempt is made to enforce it.

THE L. A. W. STATE MEET.

PROGRAMME FOR TO-MORROW AT MANHATTAN BEACH—CLUB RUN TO-DAY.

All the cyclers of the district are interested in the L. A. W. celebration, which will take place in Brooklyn to-day and to-morrow. There will be a club run to-day, in which all club members and unattached riders are invited to take part, and the annual fall race meet of the New-York Division of the L. A. W. will be held at the Manhattan Beach track to-morrow.

The run will start from the clubhouse of the South Brooklyn Wheelmen, No. 478 Ninth-st., Brooklyn, at 10 a. m. to-day. The route will be through Prospect Park and down the Coney Island cycle path to the island. After a swim in the ocean the riders will start back via the new path as far as Eighteenth-ave. A turn will be made here to Avoca Villa. After dinner those who wish can take a sail down the bay, and then the whole party will be photographed. Headquarters will be established at the South Brooklyn Wheelmen's clubhouse, and it is expected that many new members will be enrolled in the L. A. W. The South Brooklyn Century and Logan wheelmen and the Vim Bicycle Club will turn out in a body to-day, and many of the other clubs will do the same. An invitation has been given to Timothy L. Woodruff and Isaac B. Potter to lead the run. The L. A. W. officials will follow, and the invited clubs next, with the South Brooklyn Wheelmen bringing up the rear.

The officials for the race meet at the Manhattan Beach track to-morrow will be as follows:

Referee, Isaac B. Potter, chief consul New-York Division L. A. W.

Judges—Frank P. Prial, New-York Athletic Club; H. F. Neefus, Vim Bicycle Club; H. S. Saltonstall, Quill Club Wheelmen; J. F. Fitch, Riverside Wheelmen; P. Anthony Brock, president Metropolitan Association Cycling Clubs; Avery D. Andrews, Police Commissioner, New-York; Timothy L. Woodruff, Park Commissioner, Brooklyn; Thomas Murphy, Police Inspector, Brooklyn; Jefferson Seligman, Tourist Club of France; John Barnett, president Logan Wheelmen; Charles J. Obermayer, president South Brooklyn Wheelmen.

Timers—W. S. Bull, secretary-treasurer New-York State Division L. A. W.; N. F. Bruner, South Brooklyn Wheelmen; W. H. Nash, South Brooklyn Wheelmen; W. H. Rugen, Brooklyn.

Scorer—T. A. Roe, Harlem Wheelmen.

Chief of Umpires—Will R. Pitman, Boston Bicycle Club.

Umpires—Charles Balmanno, Brooklyn Bicycle Club; Jacob Brock, Gilbert Wheelmen; Robert W. Dye, Logan Wheelmen; E. P. Leisegang, South Brooklyn Wheelmen; Fred Hildebrandt, jr., New-York County Wheelmen; Clements Weiss, Liberty Wheelmen.

Starter—Samuel D. See.

Clerk of the Course—J. Frank Borland, Brooklyn Bicycle Club.

Assistant Clerks—Adolph Stahl, Greenwich Wheelmen; T. C. Crichton, Hugo Wundrum, Kings County Wheelmen; James Gentle, Riverside Wheelmen; Charles P. Staubach, Manhattan Bicycle Club.

Competitor Steward—Robert L. Smith, South Brooklyn Wheelmen.

Assistant Stewards—C. H. Scargent, Frank W. Wilson, Joseph F. Girard and Charles Tribkin, South Brooklyn Wheelmen.

Marshal—Charles H. Dennison, South Brooklyn Wheelmen.

Announcer—Frederick W. Burns, Varuna Boat Club.

Official Handicapper—A. G. Batchelder.

Entertainment Committee—W. H. Nash, John J. Brady, W. H. Wilson and E. P. Leisegang.

Reception Committee—C. W. Tribkin, James W. McCormick, Joseph Monsheimer, Thomas F. Christy, J. P. Girard, jr., Henry Denninger and L. G. Hess.

Run Committee—George H. Greenia, captain; E. P. Leisegang, J. W. Turner, R. L. Smith and C. H. Sergeant.

Some of the first men entered are as follows: For the L. A. W. championship—B. T. Allen, W. H. Owen, H. K. Bird, William D. McGurn, W. K. Sibley, Frank D. White, Henry K. Roe, Long Island champion; John H. Lake, A. S. Jungkind, E. G. Krumm, W. A. Barbeau, W. A. Brown, F. A. Nagel and J. W. Judge.

In the police championship the following fast riders are among the entries: John Schuessler, George McKay, H. M. Neggesmith, O. J. Finn, Samuel A. M. Elroy, George W. Brown, David Murphy and William Fullerton. There are a lot of entries in the messenger boys' race, some coming from up the State. The tandem race will be a good one, and the novice contest will have an army of youngsters anxious to win the prizes. Oscar Hedstrom will make an effort to lower the one-mile record, and he will have his own pacemakers to help him out. Leroy See, one of the best boy trick riders in the country, will give an exhibition of what an expert can do on a safety.

The races to-morrow, Labor Day, will begin at 3 p. m. and excellent sport should result. The officials will make every effort to run off the contests promptly, so that the people will be able to get back to the city in good season. Professor Shackelton's military band will furnish the music, and the concert will begin at 2 p. m., an hour before the races. The admission to the grandstand will be 50 cents and to the fieldstand 25 cents. The boxes will be reserved and will sell for $5 each. Every arrangement has been made for the checking of wheels.

Trains will leave for Manhattan Beach on the day of the race from the Thirty-fourth-st. ferry, at 12:10, 1:10, 1:40, 2:10 and 2:40 p. m.; leaving foot of Whitehall-st. at 12:10, 1:10, 1:40, 2:10 and 2:40 p. m. The track can be reached also by the trolley as well as by the Culver road.

COURT CALENDARS FOR TUESDAY.

Appellate Division—Supreme Court—Before Van Brunt, P. J., Rumsey, Williams and O'Brien, JJ.—Court opens at 10 a. m. Motions. Orders Nos. 1 to 24 inclusive.

Supreme Court—Special Term—Part I—Before Truax, J.—Court opens at 11 a. m. No. 1, Alcorn agt. "Morning Journal" Association; No. 2, Jordan agt. Alfke; No. 3, Hentze agt. Hentze; No. 4, Wright agt. Wright; No. 5, Hall agt. Hall; No. 6, Eustace agt. Imperial Council of the Order of United Friends; No. 7, Fourth National Bank of W. agt. Gunn; No. 8, Eisert agt. Behlmer; No. 9, Savage agt. Neely; No. 10, Becker agt. Becker; No. 11, Kreuger agt. Kreuger; No. 12, Hobby agt. Hobby; No. 13, Eagan agt. Kriependorf; No. 14, Hanover National Bank agt. White; No. 15, Palmer agt. Riker; No. 16, Macfarlane agt. Case; No. 17, Hanks agt. National Macaroni Company; No. 18, Breese agt. Gates; No. 19, Boehm agt. Shea; No. 20, matter of Hamlin; No. 21, matter of Levy; No. 22, New York Life Insurance Company agt. Myers; No. 23, Kennett agt. Hopkins; No. 24, Davis agt. Davis; No. 25, Unekles agt. Hentz; No. 26, People, etc., agt. Frank; No. 27, matter of Haenschen; No. 28, People, etc., agt. American Steam Boiler Insurance Company; No. 29, Doerkin agt. Permut; No. 30, Lazarus agt. Barnes; No. 31, Weekes agt. La Malda; No. 32, Boyle agt. Staten Island and Sea Beach L. Co.; No. 33, Knap agt. Gebhardt; No. 34, Young agt. Mayor, etc.; No. 35, Bicycle ex rel. Merchants' and Traders' Bank agt. Commissioners of Taxes, etc.; No. 36, Bohm agt. Bohm; No. 37, Cooper agt. Cooper; No. 38, Ellen agt. Long; No. 39, Barnes agt. Lee; No. 40, Jacobs agt. Scofield; No. 41, Eleventh Ward Bank agt. Hough; No. 42, Grossberg agt. Grossberg; No. 43, Bacigalupi agt. Solmon; No. 44, American Shot and Lead Company agt. New York Smelting and Refining Co.; No. 45, John Stevenson Company agt. Fulton Construction Company; No. 46, Novotny agt. Third Avenue Railroad Company; No. 47, Welch agt. Willmont; No. 48, Seaboard National Bank agt. American Tract Society; No. 49, "New-York Recorder" Company agt. Hoe; No. 50, matter of Weber Piano Company; No. 51, United Press agt. "Mercury" Printing Company; No. 52, Schlegman agt. Schlegman; No. 53, Schaub agt. Crimmins; No. 54, matter of Whitehead; No. 55, Conway agt. Williams; No. 56, Sulzbacher agt. Sulzbacher; No. 57, D'Andrea agt. D'Andrea; No. 58, Weimore agt. Stromeyer; No. 59, matter of Atlas Iron Construction Company.

Supreme Court—Special Term—Part II—Before Beekman, J.—Court opens at 10:30 a. m. Ex parte matters.

Surrogate's Court—Chambers—Before Arnold, S.—Wills for probate: Henrietta V. Leo Wolf, Caspar Mueller, Henry L. Davis, Samuel Sexton, Julia Murray, Michael J. Groh, Henry Bernstein, Frederick Schell, Margaret Devanny, Alexander T. Van Nest. Charles Wheatleigh, at 10:30 a. m.; Phillip A. Held, James Caroll, Ann Dalton, at 2 p. m.

City Court—Special Term—Before McCarthy, J.