NAVAL RESERVES PRAISED.

MR. ROOSEVELT'S REPORT OF HIS RECENT TOUR OF INSPECTION.

The Naval Militia Already a Valuable Auxiliary —An Important Experiment Proposed for Next Year—Excellent Results on the Great Lakes—New Yorkers Are Commended.

WASHINGTON, Aug. 7.—Assistant Secretary Roosevelt has made an interesting report to Secretary Long on his recent inspection of naval militia organizations. The text of the report follows:

"WASHINGTON, Aug. 7, 1897.

"*The Honorable the Secretary of the Navy.*

"SIR: In accordance with your instructions, after visiting the War College and torpedo station at Newport, I went to Mackinac and cruised to Detroit with the First and Third Divisions of the Michigan State Naval Brigade. I then went to Chicago and inspected the First Battalion of the Illinois naval force, meeting also the officers of the Second Battalion, which is situated along the Mississippi River. I thence proceeded to Sandusky to inspect and review the Ohio Naval Militia, and closed my trip by an inspection of both battalions of the New York Naval Militia at the end of their cruise at Gravesend Bay, Long Island.

"I spent most of my time with the militia of the great lakes, because the militia of the seacoast have naturally received more attention in the past, so that their capabilities are better known, and I not only wished to see for myself exactly what the naval bodies on the great lakes were doing, but also desired to show them that the department appreciated their energetic and disinterested service. The special reports upon the efficiency of each separate battalion will be made in my annual report about December next; but there are certain matters concerning which I desire to report at present.

"The different bodies of naval militia show, of course, very unequal development toward the proper standard of proficiency. Some have been only recently organized; others, for various reasons, have made less rapid progress than they should. Nevertheless, as a whole, I was very greatly impressed by the progress the naval militia have made. They have displayed noteworthy zeal, energy, perseverance and intelligence, and as a result they already form a body of men who would play an important part in the defence of the country if we were to become involved in war with any foreign power. Of course the backbone of this defence, so far as the high seas and our coast waters are concerned, must always be the regular navy. Fortunately we now have at least the beginning of a navy such as this country needs in order that it may take the position to which it is entitled among the nations of the earth; and, though our navy falls far short of what it should be in point of numbers, especially of battleships and torpedo boats, yet the ships we have are as good of their kind as are to be found anywhere (and this is especially true, I would parenthetically remark, of our armor), and the officers and men who man them need not fear comparision with the officers and men of any foreign navy. Nevertheless, good though our ships are, and excellently though they are handled by their officers and crews, both ships and men are too few for our needs. In men we are particularly short. In the event of war we should not be able to man all of our ships, not to speak of manning the auxiliary cruisers which we would desire to put in commission. The rapidity with which modern wars are decided renders it imperative to have men who can be ready for immediate use, and outside of the regular navy these men are only to be found in the naval militia of the various States. It is to be hoped that in the future we shall be able to organize a genuine naval reserve, apart from the naval militia; but at present it is the latter who themselves furnish the only organized reserve, and not the least valuable of the services they would perform in the event of sudden outbreak of war would be acting as a nucleus round which immediately to assemble the men needed.

"We must, of course, beware of expecting too much from the naval militia; but after my tour of inspection and after listening carefully to the reports made to me by the naval officers best qualified to speak, I am convinced that a good many persons fall into the opposite error and expect too little. As above mentioned, the different naval militia organizations have made unequal progress, and this is probably more or less in evidence. There are always certain men who enter such bodies simply with a notion of having a good time, or acquiring some cheap personal glory. Where these men predominate the organization is sure to be poor. No body of naval militia can be of use if the officers have sought their positions before having learned by patient, thorough work their duties, and if the men generally show laziness or slackness, and fail in the faithful performance of the countless and often tedious duties necessary to train them for man-of-war's men. I may mention, however, that evil tendencies of this kind will not long exist unchecked in any organization, for the department will decline to lend its aid to any body of naval militia which does not make it evident that it intends to do downright hard work, and fit itself for actual service in time of war.

On the other hand, if a body of naval militia is able to get at its head some first-class man who is a graduate of Annapolis; if it puts under him as commissioned officers, warrant officers, and petty officers men who have worked their way up from grade to grade, year after year, and who have fitted themselves for the higher positions by the zeal and the painstaking care with which they have performed their duties in the lower places; and if the landsmen, ordinary seamen, and seamen go in resolutely to do real work and to learn their duties so that they can perform them as well as the regulars aboard our war vessels, taking pride in their performance accordingly as they are really difficult—such an organization will, in course of time, reach a point where it could be employed immediately and bodily in the event of war. Most of the naval militias are now in condition to render immediate service of a very valuable kind in what may be called the second line of defence. They could operate signal stations, help handle torpedoes and mines, officer and man auxiliary cruisers, and assist in the defence of points which were not covered by the army. There are numbers of advanced bases which do not come under the present scheme of army coast defence, and which would have to be defended, at any rate during the first weeks of war, by bodies of naval militia; while the knowledge they get by their incessant practice in boats on the local waters would be invaluable.

"Furthermore, the highest and best trained bodies could be used immediately on board the regular ships of war; this applies to the militia of the lakes as well as to the militia of the seacoast—and certainly no greater tribute is necessary to pay to the lake militia. I am aware that this statement will seem very surprising to those who are unacquainted with the progress that has been made by the naval militia, but I am so thoroughly convinced of its truth that I shall recommend that next year the experiment be made of giving a couple of our small cruisers of the Bennington and Machias, or possibly even of the Detroit, class, one to a specially selected battalion from the coast and one to a specially selected battalion from the lakes, for their annual sea practice. The Captain and executive officer and navigator would be kept on board. It might also be that the engineers would have to be kept aboard, as it is apparently only among the Second Illinois Battalion, on the upper Mississippi, that any special attention has been made to develop artificers who could be immediately used on board warships. But every other position could be filled well from certain of the naval battalions which have been longest in existence, and which, together with long years of service, have to their credit the best use of opportunities. These ships would be sent, say, from New York to Hampton Roads and back, stopping for target practice and the like. From such a cruise it would be possible to learn exactly the capacities of the naval militia. Of course, only the very best battalions could be considered in connection with it, for no battalion would be sent on such a cruise until long and faithful training had fitted it to do the work, and until its members had repeatedly shown themselves, in the opinion of the naval officers who have been with them on their annual cruises, competent for the trial.

"Many of these naval battalions are composed of men who would not enlist in time of peace, but who, under the spur of war, would serve in any position for the first few most important months. It is worth noting that on the annual cruise, when these men temporarily take the place of some of the regular crews on the battleships and cruisers, they have hitherto always borne themselves in such a way as to win the hearty goodwill of the remaining blue jackets, and have shown both eagerness and capacity to learn what can only be learned aboard ship, while they have already thoroughly prepared themselves to do any duty which can be learned on shore.

"The Ohio Naval Brigade has just begun its existence. The men showed a most praiseworthy spirit and purpose, and I would particularly call attention to the wise generosity of the State of Ohio in uniforming them so well and so quickly, and in a very short time, if they continue as they have begun, they will amply prove the wisdom of this generosity.

"The First Illinois Battalion is fortunate enough to have two Naval Academy graduates at its head, and it shows in every way the excellent results of their training. It is already doing excellent work, and is steadily improving. The Second Battalion deserves particular credit, inasmuch as it has started on a river, and is without the advantages afforded by the ocean or the great lakes. This is the battalion which has paid such particular heed to the development of machinists. If possible, when the torpedo flotilla is sent up the Mississippi, the men of this battalion should be given drill and instruction aboard the torpedo boats.

"In Michigan I was only able to see the First and Third divisions, and from their commander to the most recently enlisted landsman I have nothing but praise for the workmanlike way in which their duties were performed. No battalion on the coast can make a better showing. The discipline is excellent. The commissioned officers, aside from the commander, who is a Naval Academy graduate, have all worked their way up through the ranks, and the seamen, ordinary seamen, and landsmen (who, as is proper, form the bulk of the battalion, for no landsman is made an ordinary seaman or seaman until he has passed the rigid examination requisite to show his fitness) are for the most part business or professional men, who largely pay their own expenses, who are actuated simply by a sincere spirit of patriotism, and who show by their efficiency the effect of painstaking and faithful performance of duties which must often be irksome. I consider these divisions fit now to be put in charge of one of our smaller cruisers.

"A word of hearty commendation must be given the Brooklyn, or Second New York Naval Battalion. This is a new organization, only mustered in early this summer, and their week's cruise in open boats was made during a time of very bad weather so as to turn it into very genuine hard work. So far from this dispiriting them, however, it evidently merely added zest to their enjoyment; and at the conclusion of their cruise the alert readiness with which they went about all the work assigned them showed the strides they had taken in learning their profession.

"The First Battalion, the old New York Battalion, is next to the Massachusetts militia the oldest in the service. Like the Brooklyn Battalion it is under a graduate of the Naval Academy, and the Captain in command of the brigade is also a graduate. The New York battalion has been in existence five years. It was the pioneer in the reconnaissance work with boats along the Sound and coast, and has to its credit an amount of hard work of which very few outsiders are cognizant. The result is evident in the high standard of efficiency to which it has attained—a standard which warrants my saying that in the event of trouble it could be put to immediate use, not only for purposes of coast defence, but in manning one of the above named cruisers.

"In conclusion I would like to call attention to the fact that in most of the organizations there is urgent need for more liberal appropriations by the State authorities. The good effect of such a liberal policy is shown in both Massachusetts and New York. Unless the general Government is aided by the State it makes it very difficult for it to bring the organizations up to the proper point of efficiency. The department has but $50,000 to spend, and there are already fifteen organizations among which this has to be divided. Very respectfully,

"THEODORE ROOSEVELT,
"Assistant Secretary."

NATIONAL GUARD NOTES.

The First Brigade, it is very certain, will be ordered to parade at Van Cortlandt Park in October next for instruction in field manœuvres. A number of officers have expressed a desire that a brigade field day be held, and it is said Brig.-Gen. Louis Fitzgerald has decided to have one.

The supplementary practice days at Creedmoor commenced yesterday. The following is the schedule for the remainder of the season:

Aug. 21	Experts.
Aug. 28	Sharpshooters.
Sept. 4	Sharpshooters.
Sept. 11	Experts.
Sept. 18	Sharpshooters.
Sept. 25	Sharpshooters.
Oct. 2	Experts.
Oct. 9 and 16	Sharpshooters.
Oct. 23 and 30	Experts.

The camp of the Second Naval Battalion, recently established at Fort Hamilton, will be continued until Oct. 1, although the number of tents there has been reduced. Quite a number of the men will go down to the camp on Saturdays, remaining over Sunday, and there will be boat drills and other exercises. A detail will be in charge of the camp each week.

Company A, Ninth Regiment, Capt. O'Connor, has attained the highest percentage of attendance at drills in the regiment, namely 93.11. This is according to the report of Col. Greene, Assistant Inspector-General, who has recently concluded an examination of the books of the companies. Company D, Capt. Walton, is second, with a percentage of 82.50.

The next headquarters night at the Twelfth Regiment will be held Aug. 19, when Col. Butt will be present. The Colonel offers $5 to each man who for the first time this year qualifies as an expert. Col. Butt intends to go for the men of his command who failed to accompany the regiment to Creedmoor last spring with a sharp stick, and says: "The men who were members of this regiment previous to May 27-28, and who failed to report at Creedmoor for instruction in rifle practice, will be fined $5 at the close of the shooting season for disobedience to this order."

The members of the Seventh Regiment, in appreciation of the hospitality received at the hands of the First Corps of Cadets of Boston while on a visit to that city last May, intend to present the cadets with a solid silver loving cup.

The Ninth Regiment companies are ordered to parade at Creedmoor for rifle practice as follows: For qualification of marksmen and sharpshooters—Companies C and D, Saturday, Aug. 14; Companies E and F, Saturday, Aug. 28; Companies G and H, Monday, Sept. 6; Companies I and K, Saturday, Sept. 18. For qualification of marksmen and experts—Companies A, B, C, and D, Saturday, Aug. 21; Companies E, F, G, and H, Saturday, Sept. 11. Assembly at armory at 7 o'clock A. M.

The first member of Capt. Miller's staff of seven to be appointed, it is said on the best of authority, will be Capt. Aaron Vanderbilt, who at one time was an officer of the navy. He has been very prominent in Naval Militia matters. The remaining members of the staff will, it is understood, nearly all be selected from members of the Naval Militia.

Capt. Murphy of Company A, Twenty-second Regiment, was most agreeably surprised a few nights ago at the armory at receiving a handsome sword belt and knots as a present from the men of his command. They presented him with a sword at camp. Sergeant W. R. Porter of Company A has been nominated for Second Lieutenant.

Capt. Clayton's cavalrymen, Troop C, have decided to go into camp near Queens, L. I., from Sept. 4 to 6.

Gossip of the Ring.

Marty McCue and Eddie Muntzner of Staten Island were matched yesterday to box after rounds.

Larry Becker has notified Frank Erne that he will take Tommy Shortell's place and box him any number of rounds. Becker says he can scale 126 pounds with ease.

Patsy Haley has gone to Boston, where he expects to be matched against Billy Rotchford, Tommy White's pupil. If Rotchford and Haley come together the weight will be at 115 pounds.

Al Herford has written to Billy Hill, the "Pickaninny," that he would like to match the latter against Jim Lancy, the new colored lightweight. Hill is willing and a contest may be shortly arranged.

Paddy Slavin has written a letter to a friend in this city saying he has gone to the Klondike. Slavin says he will try to pull off a couple of boxing bouts in the new gold fields, and does not intend to return until next year.

Billy Newman yesterday said to THE SUN reporter that while Tommy White is in England preparing for his contest with Dave Wallace he would run off the bouts at White's club at Troy, known as the Fort Orange A. C. Newman's first match will be between Dave Sullivan and "Australian" Billy Murphy.

Another Australian wants to fight George Dixon. His name is Tim Haggerty, and he claims to be the best featherweight in Australia. Some time ago Charley White tried to bring Haggerty to this country, but failed. Those who have seen Haggerty declare that he is a second Griffo in point of cleverness.

Col. John Hopkins, manager and general adviser of Dan Creedon, received a telegram from Billy Brady yesterday that he would not be able to offer a purse for Creedon and McCoy for at least a week, as he has not decided just how much money he intends to give for the match. He assured Hopkins, however, that he would offer a tidy sum about Thursday next.

PIMPLY FACES

Pimples, blotches, blackheads, red, rough, oily, moth skin, itching, scaly scalp, dry, thin, and falling hair, and baby blemishes prevented by CUTICURA SOAP, the most effective skin purifying and beautifying soap in the world, as well as purest and sweetest for toilet, bath, and nursery.

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BLOOD HUMORS Permanently Cured by CUTICURA REMEDIES.

THE REINDEER IN ALASKA.

THEY THRIVE AND MULTIPLY IN THE LOWER YUKON COUNTRY.

The Large Herds Now at Fort Clarence—The Experiment Which Was Begun a Few Years Ago Has Been Successful—The Most Useful of Animals for the Far North.

It was as far back as 1893 that Congress made an appropriation, which was small, to meet the expense of the introduction of that useful animal, the reindeer, into Alaska. The experiment was not regarded as very promising at first, but it seemed desirable that it should be made. In many parts of Alaska horses cannot be used on account of the character of the country, and the dogs which the natives employ for draught purposes are fit only for the lighter kinds of service. It was thought that the reindeer, which is so largely utilized in Lapland, was the animal needed for Alaska.

"To the Laplander," says a traveller, "the reindeer is invaluable, being, in fact, his horse, his ox, and his sheep in one animal. As a draught animal its speed, endurance, and particular adaptation to travelling on snow render it most valuable to people dwelling in the frozen latitudes. It has been known to run at the rate of nearly nineteen miles an hour, and it is not unusual for it to travel 150 miles in nineteen hours. The weight ordinarily drawn by it in Lapland is 240 pounds, but it can draw 300. Its meat forms delicious food for man; its skin is valuable, and the milk of the herds is often the principal support of the owner and his family."

Years ago naturalists familiar with the constitution and habits of the reindeer expressed the opinion that it would thrive and be useful in the northernmost parts of America, and that, with proper care, the herds would rapidly multiply after their kind. Soon after Congress had authorized the purchase of the animals for the Alaska experiment a number of them were taken thither from Siberia, and put in charge of keepers at Fort Clearance, in the region of the lower Yukon. Reports, some of which were encouraging, but most of which were unsatisfactory, were received about them from time to time. They certainly did not at first thrive so well as had been expected; and it is most likely that the reason of this was the inexperience of the keepers. The Government, anxious that a full trial should be made in the case, brought over from Europe a number of families of Laplanders who had been accustomed to the care of them in their own country. The animals were now treated in an intelligent manner, and there was good hope of the success of the experiment.

In the year 1894 the herd was enlarged. The revenue cutter Bear arrived at Fort Clarence with forty-eight additional head of reindeer which had been obtained in Siberia from the natives in exchange for flour, calico, and other useful articles. The Captain of the revenue cutter made report to the Government that the original herd at Port Clarence had increased 150 head since the previous year, and was in good condition. So it was then acknowledged that the experiment was promising. It has been kept up until this time, under the belief that its success would be of very great advantage to trade and travel in Alaska. The number of animals all told imported from Siberia by the Government and put in charge of the Laplanders was about 500.

Very interesting news about the Alaska reindeer has been received. From a report recently sent to Washington it is learned that they are getting along finely. The herds have increased in the natural manner until at this time there are more than 1,000 head in them. This number is very sure to be increased by many thousands within a few years. Millions of them could live in Alaska upon the reindeer moss, which exists there in abundance.

Hardly any information as to the employment of the animal in the Territory has been received up to this time, and nothing has been heard of their rendering service to any of the mining parties or pleasure seekers, but it is known that their Laplander keepers are preparing to make use of them in the mining regions, and the United States Government, which is their owner, will probably before the end of the year turn them to account by employing them for the transportation of the mails up the Yukon Valley. The reindeer express, sweeping along over the snow at the rate of sixteen or eighteen miles an hour, will rank high among the other wonders to be seen in the snowy wilds of Alaska, and may be expected to frighten the heavy-footed bears that have roamed about there through the long ages.

It is to be supposed that in the course of time the Government will make provision for the sale of the reindeer to citizens who may desire to purchase them. It cannot make use of the great herds which are expected to come into existence before many years have passed. The price of them ought not to be beyond the means of people in ordinary circumstances, for they can be raised at small expense, and they can find their own forage wherever they go in Alaska.

When any Alaskan can procure the animals for himself, can make use of them for travel or the transportation of his goods, can make use of their flesh for food, and can make use of their skin to keep out the cold, the attractions of life in Alaska will not be confined to the gold fields.

LAWN TENNIS.

American and English Cracks Will Play at Chicago and Newport.

The international lawn tennis tournament last week at Hoboken was the second encounter this season between the English team of cracks and our American experts. There will be two other meetings between them, and possibly a fifth after Newport. This week the visitors will play at Chicago at the Wyandotte Tennis Club courts in a very similar international "round robin" tournament. The plan is to have Mahony, Eaves, and Nisbet to represent the British side, and Larned, Bob Wrenn, and a Western expert to represent America. Carl Neel was first talked of to complete the team, but it is now very doubtful if he will play. It is probable that Collins will be substituted as the third man on the American team, but the Eastern players who saw him play at Chicago declare that he will probably not do any better than did George Wrenn last week.

The Englishmen will play at Newport for the American championships the week after Chicago. Mahony and Nisbet are now champions of the East in doubles, and they will meet Ware and Sheldon, the recent winners of the Western championship, at Newport the first day of the big meeting. The winners in this match will probably be champions of America in doubles, for the Neel brothers are expected to default. Good judges declare that Ware and Sheldon will be fortunate if they get one set from the Britishers, and the only hope of saving the championship from falling into the visitors' hands is to get Neel out again in defence. All three of the visitors will also play in the singles, and Larned seems to be the only man in the All-comers who will be able to stop them. If the draw makes him meet all three, a single off day for the Summit man might be disastrous for the home interests. Bob Wrenn declared last week, however, that he would positively defend the championship this season, and even if one of the foreigners should win the tournament, as Goodbody did in 1894, Wrenn might still repeat his clever performance of that year and save the cup for the American side.

There is an effort on foot to get the visitors to play in the international tournament at Niagara-on-the-Lake the week after Newport. Dr. Eaves is very anxious to get back to his work in the hospital as soon as the American championships are over, and he will probably not stay over for Niagara. One or both of the others may do so, but it is more than probable that all three will return very shortly after Newport. Last week the foreigners complained of being out of condition. Mahony, Eaves declared, was very "seedy" all the week, and he really should not have played at all. They take their defeats rather gracefully, but are still confident of surprising the American players before they leave for home. Longwood was played too soon after they arrived for good results, and hot weather and upset digestions seem to have troubled them greatly last week.

Larned's record against the visitors is certainly very clean, and if he can keep up that kind of play he should be able to win the championship this year. He has shown better nerve during the last two weeks' play than ever before, and many of his admirers believe that the "yellow" streak in his tennis has disappeared. He has learned to lob well, a stroke he did not use to be able to play with any success at all, and he has also learned to volley underhand better than ever before. Perhaps the strongest point he picked up while playing abroad, however, was that of making his passing strokes drop sooner after crossing the net. They used to sail too much, and a quick volleyer, like Wrenn, was able to reach and kill them too often for Larned's success.

Beginning with Chicago tournament with the cracks this week, there will also be an important open event at Sorrento. This is for the Maine State championship, and a good field, with most of the strong second-class players, is expected to enter. Ware, Davidson, Budlong, Sheldon, Davis, and a lot of others will go directly there from Wentworth. Play begins on Tuesday afternoon. There will be both singles and doubles. Paret won the challenge cup last season from J. B. Read of Harvard, and he will defend it again this week.

S. R. P.—The Newport tournament for the championship opens on Tuesday, Aug. 17, and will last probably for seven clear playing days. Last season it ended on the following Tuesday. The entrance fee is $3, and entries should be sent to the referee, Dr. James Dwight, care of the Casino, Newport, R. I.

JULY'S BICYCLE RECORD.

Misadventures of Wheelmen and Wheelwomen and Accidents Caused by Them.

The list of bicycle accidents that occurred in this city during July is long, despite the fact that for more than two weeks most of the wheelers were kept indoors by almost incessant rain. A surprising thing about the month's casualties is that while the cycling season is well advanced the number of careless and unskilful riders doesn't seem to diminish. Fewer of the accidents in July can be counted as unavoidable than in June, although in some cases it is difficult to determine by the brief reports obtainable whether or not the mishap could, under the circumstances, have been prevented. The habitual scorcher certainly took a rest last month, and was probably not responsible for more than one-tenth of the damage done. Following is a summary of the accidents reported:

A peddler's wagon runs into a wheelwoman, who is thrown from her saddle. She falls into the arms of a bike cop and escapes injury. The bicycle is smashed and the driver locked up after a lively chase.

A scorcher knocks down an elderly man, whose collar bone is broken by the fall. The victim is taken to a hospital and declines to make a complaint against the wheelman.

A cab driver runs down a wheelwoman and one of the wheels of the cab passes over her head, breaking her nose and fracturing her skull in several places. She is taken home and the cabman is arrested.

An elderly woman is knocked over by a wheelman and so severely cut and bruised that she is taken to a hospital. Cyclist arrested.

A seven-year-old boy, while playing in the street, is run over by a cyclist, receives a scalp wound, and is sent to a hospital.

The forks of a bicycle break on Eighth avenue and the rider is thrown heavily against the curb. He is taken to a hospital.

A boy cyclist knocks down three-year-old girl who is playing in the street. The child is severely injured about the head and shoulders and is taken to a hospital. Boy arrested.

A woman is struck by a wheelman, receives a broken wrist and scalp wounds, and is taken to a hospital. Rider arrested.

One wheelman collides with another, is thrown, and receives a bad scalp wound. He is taken to a hospital.

A young woman is run down by a wheelman and has her left thigh and arm broken. Rider arrested.

A wheelman's pedal strikes a curbstone and he is thrown heavily to the pavement, but escapes with a few scratches.

A tandem collides with a buggy at the Central Park Circle and is smashed. The cyclists, a man and a woman, are thrown off, but escape injury. The accident said to be due to the torn up condition of the Circle.

A reckless young wheelman runs into a six-year-old boy, whose right leg is injured and left ear badly torn. Rider arrested.

A seven-year-old girl playing in front of her home is run over by a wheelman, but not seriously hurt. Rider arrested.

A six-year-old girl is struck by wheelman; her leg is broken and she is taken to a hospital. Rider arrested.

A young wheelwoman runs into an ambulance, which comes upon her suddenly. The wheel is smashed, but its rider isn't hurt and the driver isn't blamed.

A trucktman corners a wheelman and runs over his bike, smashing it. The cyclist barely avoids being run over himself, and, it is said, is told by the truck's owner that 'tis a pity his neck isn't broken as well as his wheel.

A wheelman in trying to pass in front of a wagon, hits its shaft and strikes his eye against a harness buckle, injuring the eye badly.

A woman is knocked down and run over by a wheelman, has her cheek badly cut and is taken to a hospital. Rider arrested.

A wheelman is crowded off his machine by a team of horses drawing a heavy wagon. A wheel passes over his ankle, and the driver, in backing the team, rolls the wheel over the cyclist's ankle a second time. The injured man is taken to a hospital and the driver arrested.

A man is knocked down and run over by a wheelman. The pedestrian receives contusions on both knees and on the left arm and is taken away in an ambulance. Rider arrested.

A driver runs over ten-year-old boy cyclist, who is badly cut and bruised about the head. Driver arrested.

A monkey-backed scorcher, riding on a cable slot with his head down, bucks into a truck and is thrown violently into the street. He is picked up in a semi-conscious state, with his head badly cut, and is treated by an ambulance surgeon.

A wheelwoman's bike slips on a wet pavement and she is thrown off. Her elbow is cut and she is bruised in several places. An ambulance is called and the surgeon dresses the woman's wounds and sends her home.

Another wheel slips on a wet pavement, and its rider, a woman, is landed in the street with great force. Her left ankle is fractured and she is taken to a hospital, where she is likely to remain for several weeks.

An engaged couple on a tandem are run into by a lad driving a grocery wagon and are thrown, one of the wagon wheels passing over the young woman's body. She is severely bruised and receives a bad scalp wound, while the man escapes with slight injuries. Driver is blamed, and is locked up after a chase.

A coal cart and a wheelwoman collide on the Boulevard and the cyclist is knocked over, but not seriously hurt. Bystanders blame the driver.

A young couple, man and woman, are riding a tandem in Central Park, when the handle bar parts and the man is pitched forward over the fork and receives a slight wound on his right side. He is taken to a hospital. The woman is not much hurt.

A four-year-old girl is knocked down by a scorcher, and has her right leg broken. The scorcher doesn't stop to investigate.

A young woman, after spurting to get past a wagon, strikes against a curb before she is able to stop. She is thrown heavily to the sidewalk, her head striking against a hydrant. She goes home in a cab.

A wheelman, in anticipation of a happy event expected hourly to take place at home, scorches down Second avenue, runs over a six-year-old boy, and is locked up. The boy is taken to a hospital practically unhurt. The cyclist is released, but was too late.

An elderly woman is knocked down and run over by a wheelman on Eighth avenue; her thigh is fractured, and she is taken to a hospital in a serious condition. Rider arrested.

A wheelwoman walking beside her bicycle is knocked down by a runaway horse. She is unconscious, but suffers only slight injury.

A wheelman riding up Fifth avenue, with his back curved like a dromedary's and his nose almost touching the handle bar, fails to turn the corner, dashes into the sidewalk and strikes a girl, knocking her down. She is rendered unconscious, but isn't much hurt. The rider is thrown by the collision, but immediately remounts and scorches away.

A wheelwoman falls from her machine on Fifth avenue, receives a contusion of the right elbow and is taken home.

A wheelwoman loses control of her machine on Eighth avenue and falls, fracturing her left ankle. She is removed to a hospital.

A young wheelman collides with a truck on Third avenue, is thrown, and lacerates his hand badly. He refuses to make a complaint.

Two wheelmen riding rapidly on the Boulevard collide, and are thrown to the ground. Neither is much hurt, and they ride away after a brief but heated argument.

In cleaning his bike a wheelman's forefinger gets caught in the sprocket wheel and is cut off. The wound is dressed by an ambulance surgeon.

A wheelman is overcome by the heat and falls from his machine, striking on his head. He is picked up unconscious and removed to a hospital suffering from concussion of the brain.

A cable driver runs into and knocks down a boy cyclist, badly cutting the lad's face and arm. The cabman lashes his horse and escapes.

A bicyclist is taken ill and falls, fracturing his skull. He is taken to a hospital and his injuries are probably fatal.

A cab strikes a young cyclist, who is knocked under the horse's feet and barely escapes being run over. He is badly cut and is taken home in an ambulance. Driver hurries away.

A middle-aged woman learning to wheel becomes over-confident of her skill and turns too short in a Second avenue factory. Her machine slips and she falls on her left foot, breaking her ankle. She is taken to a hospital.

In getting off a street car a man steps in front of a rapidly moving bicycle, is knocked about five feet, and has his left leg broken. The wheelman is thrown, but mounts and spurts away.

A stupid driver proceeds uptown on the wrong side of Eighth avenue and runs into a wheelwoman, who is thrown into the street, but is not much hurt. Her wheel is completely wrecked. Driver locked up.

A middle-aged wheelman is run into on Eighth avenue by another wheelman and knocked off his machine. He falls under a truck and has his right arm broken. In explanation, rider No. 2 said: "If I hadn't run against you I would have fallen myself." The injured man is taken to a hospital, but refuses to make a complaint against the other rider.

A fat wheelman and a slender wheelwoman, in trying to escape from a runaway horse, collide on the Boulevard, and both riders strike the pavement on all fours. They suffer only from fright. A bike cop stops the horse.

In June several wheelmen were struck by cable cars at "Dead Man's Curve" and other places, but it is noticeable from the above sketch that the cable road was responsible for none of the accidents to wheelmen in July. Whether that fact is due to the warning which THE SUN gave to the bicyclists last month or to the slower speed at which the cars have lately rounded the curves, is left to the reader's judgment. A striking feature of last month's record is to be found in the large number of children who were run down while playing in the street. And in this regard a hint may be wisely taken by parents and wheelmen alike. It appears that the troublesome, reckless driver so much complained of by cyclists came near smashing his previous records in July, a very large fraction of the month's accidents being attributed to his long-felt want of good sense.

ROUTES FOR WHEELMEN.

Pleasant Trips for Road Riders to Far and Nearby Places.

Admirer.—1. To ride from Catskill to Hunter, N. Y., passing through Palenville, go to Belfast Mills, Palenville, Kaaterskill, Haines Falls, Tannersville, and Hunter. 2. We think you can.

Andy.—Would suggest that you take the second route described. The roads are good, although somewhat hilly in places.

William F. Heissenbuttel.—To ride from North Conway, N. H., to Boston, go through Conway, Madison, West Ossipee, Centre Ossipee, Ossipee, Wakefield, Union, Milton, and Hayes to Conic; continue to East Barrington, Marbury, Durham, Greenland, Exeter, Newtown Junction, and Bradford; then ride to North Andover, Lowell Junction, Wilmington Junction, Wilmington, North Woburn, Montvale, Winchester, Medford, Cambridge, and Boston. The distance is about 155 miles.

Welsh Reader.—In riding from Long Island City to Edenville, N. Y., and thence to Bangor, Pa., take the ferry to East Thirty-fourth street, to Madison avenue, to Fifty-eighth street, to Eighth avenue, to the Western Boulevard, to Manhattan street, to the Fort Lee ferry; cross to Fort Lee and follow the turnpike to Leonia and Bogota; cross to Hackensack, to Dundee, to Paterson; continue on the old Paterson road to Ridgewood, Undercliff, Waldwick, Allendale, Ramsey's, Mahwah, Suffern, Ramapo, Sloatsburg, Tuxedo, Dutch Hollow, Warwick, and Edenville; ride to West Town, Centre Point, Greenville, and Port Jervis; cross the bridge to the Pennsylvania side and follow the river road to Bushkill, to the Delaware Water Gap, to Portland and Bangor.

Reader.—To ride from Fall River, Mass., to Philadelphia cross to Brayton, then to Coles, India Point and Providence; continue to Pawtuxet, Apponaug, East Greenwich, Wickford, Belleville, Slocumville, Kingston Station, Shannock, Woodville, Hopkinton City; then ride through Ashaway, Potter's Hill, Westerly, Wequetequock, Stonington, Mystic Bridge, Pequonock and Groton; cross the Thames River to New London, Jordanville, Graniteville, Niantic, South Lyme, Lyme and Lyme Ferry; cross the Connecticut River to Saybrooke and go to Clinton, Madison, Guilford, Branford and New Haven; continue to West Haven, Merwin's Point, Milford and Stratford; cross the river to Bridgeport; then ride to Fairfield and cross the railroad to Southport; cross the Westport drawbridge to Riverside avenue, to Saugatuck Church; follow the shore road to South Norwalk, Norwalk, and Darien; take the turnpike to the Post road, to Stamford, to Greenwich, and across Byram River bridge to Main street, to Port Chester; follow the turnpike to the Boston Road House, to the Post road, to Mamaroneck, to New Rochelle; continue past Travers Island and City Island to West Chester, to Westchester avenue, to Willis avenue, to 138th street, to the Madison avenue bridge; cross the bridge to Fifth avenue, to 140th street, and around Mount Morris Park to Lenox avenue, to Central Park; ride through the Park to Fifty-ninth street and Eighth avenue; go down Eighth avenue to Hudson street, to West Broadway, to Park place, to Beekman street, to Nassau street, to Wall street, to Broadway, to the Battery; from there take the route to Philadelphia published in THE SUN on Aug. 3.

G. F.—To ride from Stamford, N. Y., to Stamford, Conn., passing through Kingston and Tarrytown, follow the turnpike to Moresville, Prattsville, and Ashland; then take the turnpike parallel with Batavia Hill to Windham, to the Windham turnpike, to Grand View; continue to Acra and cross the bridge to Cairo; ride to Leeds, Catskill, Belfast Mills, Palenville, Smith's Landing, Unionville, Highwoods, Sawkill, East Kingston, and Kingston; follow Broadway to Ferry street, to Rondout, Port Ewen, Esopus, and West Park; then ride to Middle Hope, to Balmville, to Liberty street, to Newburg; continue to Cornwall, Mountainville, Woodbury, Highland Mills, Central Valley, Tuxedo, Ramapo, Spring Valley, West Nyack, and Nyack; cross the river to Tarrytown and ride to Glenville, to White Plains, to Harrison avenue, to Purchase, to Greenwich, to Stamford.

J. W. B.—To ride from Philadelphia to Atlantic City, N. J., take the South street ferry to Gloucester; ride to White Horse, Berlin, Blue Anchor, Hammonton, Egg Harbor, Absecon, Pleasantville, and Atlantic City. The roads are good, with few hills. The distance is about fifty-nine miles.

Kings County Roadsters.—In riding from Brooklyn to Long Branch, N. J., go to the Thirty-ninth street ferry and cross to Tompkinsville, S. I.; follow the Richmond road to New Dorp, to Tottenville; cross the ferry to Perth Amboy and take the road to Matawan, as the roads between these two points are unridable; then go to Keyport, Red Bank, and Long Branch.

Fred M. Ward.—In riding from Troy, N. Y., to The Glen, passing through Saratoga and Caldwell, go to Mechanicville, to the turnpike, to Malteville, to Dunning street, to Saratoga; then reverse the route to Mechanicville; continue to Bemis Heights, Schuylerville, and Northumberland; cross the Hudson River to Thompson's Mills, Fort Edward, Sandy Hill, Glens Falls, Caldwell, and Lake George; ride to Warrensburg, to The Glen.

R. E. H.—To ride from Brooklyn to Greenport, L. I., follow the Eastern Parkway to Stone avenue, to Glenmore avenue, to Broadway, to Jamaica; continue on the Merrick road to Valley Stream, Pearsall's, Rockville Centre, Millburn, Freeport, Merrick, Bellmore, Ridgewood, Seaford, Massapequa, Amityville, Babylon, Bayshore, Islip, East Islip, Southside Club, Oakdale, Sayville and Bayport; follow Bayport avenue to the main road, to Patchogue, Bellport, Brookhaven, South Haven, West Moriches, Centre Moriches, East Moriches, and Eastport; cross the railroad to Speonk and ride through Westhampton, Quogue, Good Ground, and Canoe Place; then there is a short walk to the Shinnecock Hills and good riding over the hills, with a fine view of Peconic Bay on the north and Shinnecock Bay on the south, to Southampton; go to Bridgehampton and Sag Harbor; cross to Hog Island, to Shelter Island, and direct to Greenport. The roads are good. The distance is about 117 miles.

W. S. B.—To ride from 11th street and Seventh avenue to New Rochelle, go to Fifth avenue, to 135th street, to the Madison avenue bridge; cross to Willis avenue, to Westchester avenue, to West Chester; follow the Pelham road past City Island and Travers Island to New Rochelle. The roads are good. The distance is about sixteen miles.

Thomas A. Campbell.—To ride from Albany to Rutland, go to Troy, follow the turnpike to Troy and cross the Toll bridge to Second street to Troy; continue to Eagle Bridge, Cambridge, Hupert, Pawlet, Grandville, Middle Grandville, and Poultney; then go to Fair Haven, Hydeville, Castleton, West Rutland, and Rutland.

T. E. Mead.—To ride from Newark to Phoenicia, Ulster county, N. Y., follow Bloomfield avenue through Bloomfield, to Montclair, to the Valley road, to Paterson; from there take the route to Monsey published in THE SUN this morning as far as Ramapo; leaving Ramapo, ride to Tuxedo, Central Valley, Highland Mills, Woodbury, Mountainville, Cornwall, and Newburg; go to Balmville, Middle Hope, Hopewell, Esopus, Port Ewen, Rondout, and Kingston; continue through Stony Hollow, Ashton, Shokan, Boiceville, Beechford, and Woodtown to Phoenicia.

B. D. G.—To ride from Newburg to Lake Huntington, N. Y., go to East Coldenham, Coldenham, Montgomery, Bullville, Bloomingburg, Wurtsboro, Rock Hill, Bridgeville, Monticello, Maplewood, Morgan Valley, White Lake,