

AND RECREATION.

Vol. XIII.—No. 5.]

NEW YORK, OCTOBER 28, 1887.

[WHOLE NUMBER, 317.

Good Men on Good Wheels Put the Records Where They Stay!

It is about a year now since Stillman G. Whittaker made the following set of World's Records, on the Crawfordsville Course, viz..:

10 Miles in 29m. 1 3-4s.

20 Miles in 59m. 35 4-5s.

100 Miles in 6h. 1 1-2m.

And these records have stood ever since, notwithstanding the fact that the competitive trade have done their utmost to acquire them.

While other manufacturers have built special wheels for this purpose, which differed materially from those they offered the public, all of our performances have been on the identical wheels listed in our catalogue, and we claim, therefore, that they are remarkably significant and demonstrate unquestionably the

EASY RUNNING QUALITY OF OUR BEARINGS.

Then that performance of Frank Dingley's on the Lynn Track:---

100 Miles in 5h. 38m. 44 1-5s.

Being 25 minutes better than the American Record and 11 minutes better than the English Record.

Quite a number of attempts have since been made to lower this by other makers, all of which proved to be failures.

We think the above is ample evidence to convince the most skeptical and to efface any impression to the contrary caused by the false statements of our traducers. Respectfully submitted,

GORMULLY & JEFFERY MFG. CO., CHICAGO, ILLINOIS.

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TIME.

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I.40.20

.1.43.36

E STA

This is the way they finished in the great New York and New Jersey Team Road Race, May 30, 1887:

NAME 25 MILES. TIME. H. J. Hall, Jr., K. C. W., C. A. Stenken, H. C. W., E. Valentine, K. C. W., H. L. Bradley, Ild. B. C., W. F. Caldwell, E. W., STAR, 1.33.53 2. STAR 1.33.57 Columbia, I.34.34 Columbia, 1.34.49 Columbia,

ROSEVILLE, N. J., JULY 4TH. STAR first and second in 1-mile Novice.

" second and third in 1-mile STATE CHAMPIONSHIP
" " " 2-mile " "

NEW CASTLE PA., JULY 4, 1887. STAR WON Hill-Climbing Contest. 1-mile Open.

2-mile Open. 3-mile Lap Race. DETROIT, MICH., JULY 10, 1887.

STAR WON 3-mile L. A. W. Championship.

NO. 25 MILES. NAME J. H. Knox, K. C. W., E. P. Baggot, H. C. W., S. B. Bowman, E. W., H. Greenman, I. B. C., 6. STAR, Columbia, STAR, STAR,

> WILKESBARRE, PA., JULY 4, 1887. 1-mile Novice.

STAR

WON FIVE FIRSTS:

2-mile 6.45 Class. 1/2-mile Boys' Race. 1-mile STATE CHAMPIONSHIP.

Terre-Haute, Ind., July 13, 1887.

STAR FIRST in 1-mile Open. in 1-mile Class.

in 2-mile STATE CHAMPIONSHIP.

St. Louis, July 10, 1887. The Great 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and

PERCY STONE, on a Victor, settles the question as to which is best machine for such roads. Greenwood won easily. Stone "dropped out" at 46 miles.

Above are few of the most important events so far this season won on Star. For particulars, and Catalogue of best all-around Bicycle made, address

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OUR LIST, Oct. 26, 1887.

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No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Prices \$75.

No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around, Fair cond. Price \$75.

No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.

No. 47.-54-in. Club Racer. Prime cond. Price \$40.

No. 50.—52-in, Col. Expert, Enam. Balls all over. Good cond. Big bargain at \$83.

No. 55.—54-in. Rudge L. R. '86. Enamel with nickel trimmings. Balls all over. K. of R. Lamp. Bell, Ridden but 100 miles. Good as new. Price \$115.

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No. 62.—Victor 3-track Tricycle. Bell and lamp. Good as new. Price \$95.

No. 66.-42-in. Ideal. Prime cond. Price \$25.

No. 67.-54-in. Exp. Col. Enam. Fine cond.

No. 68.—3-track Sparkbrook tricycle. To gearing for hill-climbing. Price \$90 Two-speed

No. 69.—53-in. Special Harv. Enam. Dropped bars. Price \$56.

No. 71.—52-in. Am. Safety. Price \$56. No. 76.—46-in. Stand. Col. Price \$25.

No. 77.—55-in. Covenry Lt. R. Ball bearings. Cowhorn and straight bars. Price \$78.

No. 82 .- 51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$50.

No. 85.—54-in. Stand. Col. Enamel. Balls to front wheel. Price \$58.

No. 90.—56-in. Victor. Enam. Balls all over. Prime cond. Big chance at \$90.

No. 91.—54-in, Col. Exp. Enam. Dropped bars. Excellent cond. Price \$80.

No. 92.—2-track Col. tricycle. Not ridden 50 miles. Lamp. Bargain at \$120.

No. 93.—52-in. Col. Expt. '87. Balls all over. Full nickel. Cowhorn bars, grip pedals, spade handles. Cost complete \$144. Price \$100.

No. 94.-2-track Col. tricycle. Shop worn. Never used. Good as new. Price \$120.

No. 95.-3-track Victor tricycle. Price \$80.

No. 103.—54-in. New Rapid, '87. Nickeled, with enamel wheels. Little ridden. Price \$110.

No. 105 .- 56-in. G. & J. Challenge. Price \$45.

No. 106.—48-in. Am. Lt. Champion, '87. Enam. Cowhorn bars. Balls all over. Little used. Lamp. Bargain at \$90.

No. 107.—48-in. Am. Star. Nickel, with enam. wheels. Cowhorn bars. Price \$56.

No. 111.—48 in. Col. Expt. Full nickel. Cowhorn bars. Prime cond. Only \$75.

No. 112.-36 in. Kangaroo Safety. Price \$50.

No. 112.—50-in, British Challenge, Enam. Balls all over. M. I. P. bag. Price \$67,
No. 116.—52-in. Exp. Col. Nickel, with enam. wheels. Cowhorn bars. Big chance at \$80.

Our charge is ten per cent. commission, which is not to exceed \$10 nor be less than \$5.

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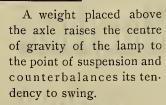
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BEARINGS .- "1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front,

cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut and new ones required, finish good.

ı							Bearings	Condition
ı						Finish.	Ë	Ħ
l						n	<u>2</u>	ğ
ł	No.	Siz	e. Name.	Cost.	Price.	E	Be	ಬ
ı	131	51		120.09	\$75.00	4		4
l	132	$5\overline{4}$	Columbia Expert,	145.00	85.00	4	2	2
i	142		Col. 2-track Tricycle.	165.00	110.00	4	$\frac{2}{2}$	ĩ
l	146	56	Columbia Expert.	132.50	80.00	4	1	4
I	149	51	"Special Star,"	135.00	90.00	4345434443	ball	2 1
l	154		Col. 2-track Tricycle,	165 00	105.00	4	2	1
ı	157	46	Standard Columbia,	85.00	40.00	5	3	4
	$\frac{167}{174}$	50 50	Premier, Sparkbrook,	$110.00 \\ 135.00$	80.00 80.00	4 0	Z	1
1	176	54	University,	135.00	80.00	J A	20	2
	179	O'E	Sp'kb'k Cripper Tri.	180.00	110.00	Ä	5	2
	180		" Hbr. Tandem.	260.00	220.00	4	2 3 2 2 2 2 2 2 2	1 2 1 2 1 4 2 1 2 1 2 1 2 1 2 1 2 1 2 1
	202	50	Challenge	95.00	45.00	â	$\tilde{2}$	4
	207	51	Special Star	130.00	85.00	3		2
	209		Columbia Safety	140.00	100.00	3 4 3	1	1
	213	52	Columbia Safety British Challenge Special Star, Royal Mail,	135.00	60.00	3	ī	4
ļ	217	48	Special Star,	120.00	105 00	4	ball	1
l	220	53	Royal Mail,	140.00	85.00	4	1	2
ļ	221 229	54	New Rapid, Royal Mail,	137.50	90.00	4	1	1
١	234	56 52	Rudge It Rdetn	125 00	60.00 90 . 00	4	1 1 1	Z
١	235	55	Col Lt Roadster.	150.00	100.00	4	1	1
	236	56	Columbia Expert	132.50	60.00	3	i	4
l	237	48	Columbia Expert.	122.50	70.00	4	2	4
	238	46	New Kapid, Royal Mail, Rudge Lt. Rdstr., Col. Lt. Roadster, Columbia Expert, Columbia Expert, Special Facile,	123.00	80.00	4	$ar{2} \\ 1 \\ 1$	$\frac{\bar{4}}{1}$
	239	94	Columbia Expert.	124.30	90.00	4	ī	
	244	45	Special Pony Star,	107.00	90.00	4		1 1 1 1 1
	245	54	Royal Mail.	140.00	95.00	4	1 1 1	1
	246	52	Columbia Expert,	137.50	90.00	1	1	1
l	247	54	New Rapid,	150.00	110.00	3	1	1
l	248 252	50 56	Ideal, British Challenge,	$80.00 \\ 150.00$	45.00 70.00	1	4	Ť
	256	50	Col. Std.,	100.00	40 00	4	4	9
ľ	$\frac{256}{257}$	56	Spl. Col.,	130.00	40.00		3	4
I	258	48	Spl. Star,	129.00	90.00	4	U	ĭ
ı	259	52	New Rapid Rdstr.,	129.00 147.50	115.00	4 4 3 5	1	î
ı	260	50	Col. Std., Mail,	100.00	28.00	5	4	5
ı	261	52	Mail,	125.00	45.00	4	3	4
۱	262	48	Am, Star,	90.00	60.00	4		545115444
ı	263	55	Rudge Lt. Rdstr.,	138.75	73.00	4	1	4
ı	264	54	Col. Xprt,	130.00	75.00	4	2	4
ı	265 266	52 55	Royal Mail, Spldg, Semi-Racer,	137.50	75.00	3 4	į.	4 2 4
	267	52	Am Pudge	119 50	$\frac{40.00}{65.00}$	4	1 2 1 1	4
	269	51	Snl Star	112.50 160.00	90.00	4	1	4
	270	56	Am. Rudge, Spl. Star, Racer,	140.00	40 00	4	1	4
	271	52	Sans.,	127.50	75.00	4	2	î
	272	52 52	Sans., Victor Lt. Rdstr.,	199 50	110.00	4	ĩ	ī
	273		Spgfld Rdstr.,	75.00	65.00	4	-	1
	274	52	Sans. Lt. Rdstr,	137.50	75.00	4	2	1
	275	48	Sans. Lt. Rdstr, Victor, Col Xprt.,	75.00 137.50 127.50 137.50	90.00	4	1 2 1 2 1 1	1 1 1 2 1
١	276	52	Col Xprt.,	137.50	105.00	1	1	1

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AROUND DRUID LAKE, BALTIMORE,

Competed for by teams of 5 men each from the Maryland Bi Club, the Balto.

Cycle Club and the Rambler Cycle Club, all of Baltimore,

Won by the Maryland Bicycle Club Team,

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NEW RAPID BICYCLES.

POSITION AT FINISH.

		T.TTVTE:
2RICHARD WHITTINGHAM, Rapid Light Roadster,		31.03 1-5.
3WALTER GRESCOM, Rapid Roadster,		31.03 2-5.
5J. KEMP BARTLETT, JR., Rapid Roadster		
8E. F. LeCATO, Rapid Light Roadster		
13S. H. SHRIVER (fell), Victor Roadster		

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New York.

THE LADIES' TRICYCLING TOUR.

A FEW NOTES BY THE WAY.

The recent attempt of the Racing Board of the L. A. W. to govern the actions of its 11,000 members was sensibly "sat upon" at the board

meeting held last Monday.

A wheelman, just returned from an eastern tour, suggests that, instead of stirring up strife, the League should insist upon its army of consuls doof sign boards, for instance. Around Boston, the home of cycling, but five L. A. W. signs were seen in a trip of several hundred miles; and the oldest inhabitant cannot remember ever having seen one about New York city. The matter of hotels needs some attention. At Sharon, Mass., an hotel laid down in a Boston road-book as a L. A. W. house (Cobb's Tavern) a party of four were turned away at meal time recently, and had to ride ten miles to find a hotel that was not a League house, but that would take care of a traveller. These are small matters, but they show how much politics take the our officers, and how little care is given to the needs of the tourist.

LADIES' TRICYCLE TOUR NOTES.

Mr. W. W. Stall deserves praise for the successful Ladies' Tricycle Tour around Cape Ann and the North Shore just finished. The arrangements were complete, the start was at the given time; the selfish bicycle was strictly excluded; the ambulance was always on hand; the extra tricycles and machinist were a positive necessity. Ar who knows, says the ladies were delightful! And one

The hotels en route spared no trouble to make the tourists welcome and happy. Most of the couples were married, or about to be. But one man was fickle—on the five days tour, he had seven different ladies on the front seat of his tandem, and two of these were married.

Two sociables were ridden through the entire trip -Mr. and Mrs. Bassett being first and second mate of one-we could never settle who was first or second, and Mr. Gage and Miss Penniman navigated the other; the fearless way in which they navigated these stately craft, drew favorable remarks from even the sedate New York delegation, as none know better than they the dangers of

as none know better than they the dangers of coasting vessels.

The Harlem Wheelmen were represented in the ladies' tour by Mr. Kaesbeck and daughter. Harlem would have been much excited, had she seen powerful couple take the hills, and pull off

handle bars.

The Citizens' Club was represented by Mr.

Mason, who, with his wife, are recent converts to
the tandem, and they seemed to "hanker" for hill climbing.

The run home from Nahaut to Lynn was worth rie rin nome from Nanaut to Lynn was worth viewing; 19 tandems, 2 sociables, 5 singles, and about 20 bicycles rushing over the level road, making a cloud of dust like a fleeing army; while the poor ambulance trying to keep up with the procession, was sadly in the rear.

Mr. Stall and wife were excellent pace-makers. Stall took the mug -in fact he took all of them, as he was the photograph fiend. He would make a negative at the least provocation; and many charming faces and landscapes will be the natural

It was ascertained by personal observation that the "New England blue stocking" theory was wrong. Gray certainly predominated.

So many good lady riders were never before together in this country.

It was regretted that no clergyman was with the

Bro. Bassett came the nearest to it, as once long years ago he was Superintendent of a Sunday School; Mason came next, as he was on the "Clerical Wheelman's Tour" in Canada.

Even after the longest runs, every one sat at

their supper. There were not mantel pieces

enough to go round.

The projectors of this tour found that forty were as many as they could wish for. Another year there will doubtless be a limit in number.

"Daisy" was evidently with the party in per-

son, but a careful observation failed to identify this cultivated little flower.

The Misses Kirkwood rode a tandem together

The Misses Kirkwood rode a tandem together—these little ladies were always well up at the finish, and added much pleasure to the tour.

Two artists were also there—and the sketches they made during the day were worked up at night and shown next day. One "Bathing Scene at Nahant" has no water; and a landscape labelled "Woods at Noon," showed a full rigged ship passing the Thiele is mid ocean. sing the Thistle in mid ocean.

The wind and warm sun put Autumnal tints on the ladies' noses. The sun got in the best work,

however.

100 miles were covered.

The tour disbanded at Malden, the place of the

start.

Mr. and Mrs. Elliott Mason have just returned from a two weeks' tandem tour. Riding from Worcester to Boston, joining the ladies' tour, and thence to Providence, Fall River and Newport, making about 300 miles.

North Shore.

TWENTY-FOUR HOURS TANDEM ROAD RECORD. 3011/2 MILES.

Messrs, G. P. Mills and R. Tingley made the above remarkable record on October 3d. The fractional distances were ridden as follows: 11 miles 37 minutes; 22 miles, 1h. 16m.; 96 miles, 6h. 45m.; 133 miles, 10h. 10m.; 301½ miles, 24 hours. The last mile was covered at a terrific pace; in the last two hours 26½ miles were covered; 8½ miles were ridden in the last half-hour.

The riders seemed none the worse after their long scorch. The machine used was an "Ivel" tandem

weighing 65 pounds.

DORCHESTER CLUB'S ROAD RACES.

The third annual road races of the Dorchester Bicycle Club were run Tuesday, October 18. The start was made from the club house, Adams street, near Parkman. The roads were very heavy throughout. The races were open to members of the club only, and consisted of 15-mile club championship, 5-mile and 714-mile handicap, and a special 2-mile race. In the 15-mile race Long-street lost a pedal, which accident delayed him some time. In the 1-mile race Gould and Hayward took headers, as did also Longstreet in the 5-mile contest. While coming home in the handicap race, with good chance of winning second place, Swan took a long header, cutting a bad gash over the left eye and tearing his face. The summaries are: FIFTEEN-MILE CLUB CHAMPIONSHIP RACE—

Doane, 57m.; Benson, 57m. 001/2s.; Longstreet,

ONE-MILE RACE—Bates, 3m. 10s.; Means, 3m. 25s.; Haynes 4m. 9s. FIVE-MILE RACE—Benson, 20m.; Forbes, 20m.

30s.; Haynes, 29m.
Seven And A Half Mile Handicap Race— Forbes, 1½ lead, 33m. 31s.; Gould, scratch, 34m. 20s.; Means, 2½ lead, withdrew.

20s.; Means, 2½ lead, withdrew.

In the special open two-mile race for a revolver, E. H. Galloupe, of Hyde Park; H. Owens, and Peter Alexander entered, and Galloup won the gun in 8m. The officers of the race were: Judges, Captain William Scott, Hyde Park Ramblers' Bicycle Club, R. E. Bellows, C. I. Swan; Timers, Frank E. Fowler, Alfred E. Haynes; Clerk, Charles I. Drake; Committee on Races, President George L. Haynes, Captain B. W. Gould, Lieut. A. P. Benson.

WAKEFIELD CLUB'S ROAD RACE.

The third annual ten-mile road race of the Wakefield Bicycle Club was run yesterday afternoon, under the most unfavorable circumstances. F. C. Patch was the victor, his time being 41m. 50s., with J. E. Coombs a close second in 41m. 58s. The four starters were D. Agroff and J. Houston and the winners. This makes the third consecuand the winners. This makes the third consecutive year that Patch has won this medal, and it now becomes his property. The second prize was a saddle. Although Agroff did not finish he was given a nickel plated bicycle lantern. G. O. Sheldon was starter and referee, and E. N. Heath time keeper. Following this race, boys under thirteen years of age raced for two silver medals, given by the club. Eden Bowser, Artie Reed, Charlie Bebee and Alex Morton entered and finished in the order named. The distance was finished in the order named. The distance was about two miles, and was made in 9m. 5s. In the evening the club had a supper.

THE ELIZABETH WHEELMEN'S PA-RADE.

The Elizabeth Wheelmen's lantern parade, which will be held on Saturday evening, October 29, will probably prove a big success, judging from the interest it has aroused. The line of march will be as follows: From the club house on East Broad to Jefferson avenue; to Chestnut street; to Madison avenue; to East Jersey; to Spring; countermarch to Scott place; to Washington street; to Broad; to South Broad; to Grove; countermarching to Broad; to West Grand; to Union street; to Morris avenue; to Cherry street; to Stiles street (providing Cherry and Stiles streets are in good, ridable condition, otherwise Morris avenue will be taken back;) to Morris avenue; to Broad street, and then to the club house, where all our lady riders should they desire can leave the lies the ers, should they desire, can leave the line, the rest will continue to Jefferson avenue; to Fairmount; to the Boulevard, and after a moonlight run to Waverly the return will be made to the club house by way of North Broad street.

THE NEW YORK CLUB'S SUBSCRIP-TION LIST.

The New York Club is to be congratulated upon

The New York Club is to be congratulated upon its successful effort to subscribe \$100 for the Liberty Bill fund. A few days since Treasurer Roy sent a check for \$102 to Chief Consul Bidwell, which was subscribed for as follows:

F. P. Prial, \$5.00; J. B. Roy, 2.50; W. B. Weir, 2.50; W. A. Whiting, 2.50; O. G. Moses, 2.50; J. C. Mott. 2.50; J. O. Jiminis, 2.50; E. W. Adams, 2.50; F. D. Roe, 2.50; F. A. Egan, 2.50; C. L. Child, 2.50; Dr. Henry L. Taylor, 2.50; R. R. Haydock, 2.50; I. M. Shaw, 2.50; J. M. McFadden, 2.50; G. M. Nisbett, 2.50; C. A. Dunn, 2.50; J. H. Tripler, 2.50; T. W. Tripler, 2.50; R. W. Weir, 2.50; F. W. Kitching, 2.50; C. L. Springer, 2.00; E. J. Shriver, 3.00; F. Knothe, 2.00; W. F. Wall, 2.00, J. L. Daniels, 2.00; E. L. Gridley, 2.00; A. Y. Pringle, 2.00; L. O. Macdaniel, 2.00; M. G. Peoli, 1.00; J. G. Peoli, 1.00; A. Peoli, 1.00; H. S. Raven, 2.00; H. Harriman, 2.50; F. I. Stott, 2.50; R. A. Kolb, 2.50; F. E. Davidson, 2.50; S. L. Hall, 2.50; H. M. Archer, 2.50; L. B. Breyfogle, 1.00; O. G. Moses, 1.00; J. B. Roy, 1.00; T. S. Haight, 1.00; W. E. Findley, 2.00; R. Leypoldt, 2.00; H. Gaston, 2.00.

BROOKLYN NOTES.

This time of the year generally marks an epoch of duliness—a lull between the outdoor activity of cycling and the social features which serve to bridge over the Winter season. It is now that matters of a general rather than local interest find voice in the pens of the correspondents—indeed, to many the discussion of such matters becomes more interesting than the monotonous retailing of such club notes and gossip as may tickle the fancy of those directly concerned, while being of little interest to the average reader.

Just now we are having thrown into prominence

the question as to whether is it right or best to use the public highways for bicycle racing. This feature has grown into such popular favor that many, believing the general interests of cycling to be jeopardized thereby, have set their faces against

it. Their action has been twofold, by strong expressions of private opinion and attempts at national League legislation. So long as the discussion was confined to the limits of newspaper warfare—attacking and defensive communications, editorial squibs and perhaps occasionally sarcastic and ill-tempered allusions, each

side practically said: "Gentlemen, you are welcome to your opinions." But when those who saw fit to withdraw from road-racing attempted to *force* every one else to swallow as a dose what had come to them as a natural accession, a disapproval of the technical violation of laws dependent upon circumstances for their literal enforcement, they probably neglected to glance behind in their ad-vanced interpretation of the duties of the League to see the cloud of dust that they were kicking up. Its clearing away reveals an indignant protest against the attempted prohibitory legislation from the large body of wheelmen who, though they may not appreciate the inside workings of the League machinery, at the same time give it that very power

which it was proposed to turn against them.

At the last Board meeting there were present 31 members out of a total of nearly 250. It is not reasonable to expect it to be otherwise when we consider that it is national, but it certainly is reasonable to consider it unjust that these officers, representing by fully a percentage of 75 the three States of New York, Massachusetts and New Jersey, should consider the enactment of a law, to apply to all States, when in certain sections the assumed evil may be considered in quite a different light, and in others tolerated by virtue of its practical results. It has been suggested by a prominent member of a Brooklyn club, that the whole matter resolves itself into a question of home rule, as applicable to the several State divisions. It cer-tainly would seem best that questions which are largely dependent upon the usages and laws of the States should be left for their settlement to each division. Because certain men in Oshkosh think road racing will bring discredit upon the wheel from a purely health-giving standpoint, it certainly is unfair for them to demand that the Podunkians shall relinquish it where it is enthusiastically car-

ried on and endorsed by the public.

These views are all based upon the supposition that the enactment of the proposed expulsion clause would settle the matter. There is such a thing, however, as rebellion, and had the opponents of road-racing secured their coveted point, it is generally understood that the road-race in which we are locally interested, and from which grew the opposition, would have been started with non-League members as contestants, and presumably, therefore, non-League clubs as indorsers.

But the fact is that League members can ride in the race without liability to suspension, and the preparations go on almost as if no action whatever in the premises had been taken by the Board. The entries contain the names of clubs which have ridden before—Brooklyn, Kings County and Ilderan of Brooklyn, Harlem of New York, Elizabeth of Elizabeth, Union County of Westfield, and Hudson County of Jersey City. It is merely a conjecture as to the composition of the teams, as the entries of names do not close until one week before tries of names do not close until one week before the race, and the only change from the names given in our last notes is that Kings County will probably start Wilson, who has been riding so much with Hall on the hills of the Park drive. Although Hall on the hills of the Park drive. Although not an old member of the club, he has had his training in the West, and on the light wheel he rides will do a pretty big share towards retaining the cup. The second "go" between Hall and Stenken will be a drawing card, likewise the probable riding of Vinge, who has his eye on a record. Uning of Kluge, who has his eye on a record. Unfortunately the course is in poor condition, owing to repairs, and the outlook for fast time is unfavor-But come one, come all, and you will wit-

The Brooklyn Club will inaugurate their Wednesday "Stags" on November 2nd, and continue them weekly through the winter. Not that they have abandoned the road altogether, as their pub-

lished road race of one hundred miles on Long Island for Oct. 29, amply testifies.

The K. C. W. are a little slower than their neighbors, the L. I. W., in opening their new house, but when they do get there we may expect some-thing "way up" in the line of an opening.

ALERT.

CONNECTICUTINGS.

October days are shortening, and we improve every chance to visit scenes of Summer time cycling joys. A late short run over the Nutmeg hills to Dumpling Pond, and beyond, with Mr. Fred Parsons, was a pleasant one, if the west wind was rather fresh, and if there was a scarcity of birds and flowers by the way, as when last over that route. The squirrels seemed to chatter more defiantly from the nearly leafless trees, as if in their hoarding labors they were successful, and were masters of the situation. Hunters' shots rang out now and

then, fruit was being gathered, and Autumn colors prevailed.

A recent showing up in the local papers, that we gave an owner of a savage dog, at Noroton, seems to have born fruit, inasmuch as the beast is not let out to worry travelers since. Score another for printer's ink. It shows that when a man is made printer's ink. It shows that when a man is made to see himself in the light others see him, he generally mends his ways and the world is happier

We see by an English paper that the Town

Council of Southampton have ordered off the pavements (as they call sidewalks) all baby carriages.

To some this may seem tough, but there are places, and especially seaside towns, where "the ever-present offspring" quite blocks up the path, and never springs-off, never budges an inch for humanity.

humanity.
We saw at Brighton and Folkstone shining examples of the nuisance, where they seem to make

specialty of—of—little folks.
Here we might work in something anent Here we might work in something alient the occasional Bright-'un we saw among the hundreds, but from the tenor of some of the little "Folks'-tone," there must ha' been a pin thar'. Here at home, too, the small boy with his noisy velocipede vies with the smaller baby's carriage in general discomfort to pedestrians.

The middle and lower classes over there make sport of the Cockney specimens of the upper ten, and good naturedly, or sneeringly, as the case demands, speak of the shortcomings of "Dook Soan-so," or "Sir M. P. Such-a one." At times we

an-so, or Sir M. F. Such-a-one. At this we heard quite—anything but loyal—remarks concerning certain members of Royalty.

London has the first Political Cycling Club, in the "Clapham Radical and Liberal Cycling Club," of No. 1 Cedar's Road. Sir Charles Dilke is one of the vice-presidents, and Mr. John Redding and Mr. Braddy, whom we had the pleasure of riding with from near London, out to Edgeware, are Captain and Secretary.

These gentlemen were in glaring contrast to the regular pattern of politician, too often encumbered with crimson beaks and Aldermanic pro-

portions.

They were genial and hospitable, and we were much pleased at the civil treatment we received at their hands. They rode Crippers, and at a good speed too, and greatly enjoyed their spin out of the brick and mortar wilderness. We left them in the shadow of the sign of "The Bald-faced Stag."

Another good cycle man off in Mr. Geo. F. Ruoff, of Washington, formerly of Stamford, with

whom some of the Scribe's initiatory runs a-wheel were taken, and whose acquaintance is something good to have.

The young lady who has torn him from us was Miss Carrie T. Marvin, of Stamford. We wish to be understood as saying the usual "congratulatory benedictions!

Stamford has a bicycle Exchange, with Mr. Fred Parsons as manager. Nearly every second man claims to be an agent for some machine, and the would-be cycler has every chance to invest the cash that may be burning in his pocket—or in bank.

Mr. Elbert Richards is one of the latest converts

to Facile cycling, and his new 44 will save him the frequent \$3 livery bill, which is one of those little things that "count up right smart."

One of our young and too impetuous riders fell from his Champion, last Thursday, and broke his

left arm. He will probably look out sharper for ART. rocks on that hill in the Spring.

MINNEAPOLIS MUSINGS.

MINNEAPOLIS, Oct. 17, 1887.

"For the rain it raineth every (Sun) day."
Since Jupiter Pluvius has taken the work of sprinkling this city into his own hands, and decided on doing it once a week, it happens his choice always falls on Sunday, and either a change must soon be made, or cycling scribes here will have no subject but the weather to discourse on and growl about. For three successive Sundays it has pourabout. For three successive Sundays it has poured, always clearing off bright and beautiful by Monday morning, and allowing roads to once more get dried up in good shape by Friday or Sat urday following. Such a state of things gets a little discouraging when we remember that Sunday is usually the wheelman's only spare day, and that a long reign of snow and ice comes on appears. that a long reign of snow and ice comes on apace. Nothing has occurred in wheel circles for a week or two that the world is standing still to hear of, but yet two or three small items may be of interest to some reader or other; such as the fact that Prince Wells, the noted fancy and trick rider, has been performing the past week at the Comique, a variety theatre here, and specially delighting his audiences with his fine one-wheel riding.

The climax of highway robbery was reached in this city a few evenings since, when a twelve year old wheelman was "held up" and robbed of thirty cents and a "Waterbury." It took two strong men to accomplish this daring feat, he being entirely unarmed, not even having his wheel with him. So much loss might have been partially obviated, if he had had presence of mind enough to pronounce the magic name of the watch he carried. ground that a "suit of clothes always goes with a Waterbury"—(Is this a chestnut?) Of course they didn't figuratively kick themselves, when they divided the plunder. The moral is two obvious to need any pointing out .- Diagram sent on receipt of stamp.

J. Purvis Bruce has lately been the victim of an unfortunate mistake in the identity of two overcoats, both old, valueless, and the same size and color. An alderman at St. Paul, who seems to be hot-headed and unacquainted with the man's standing as regards honesty and respectability, accused Bruce of stealing(!) the coat, and quite a lively little row has followed. But the *Tribune* has taken up his cause, and championed him in earnest, and his many friends here need not worry

about his being long misrepresented.

After all, the rain last Sunday and Monday nipped in the bud any mad desire that wheelmen have (or may have had) to ride down to St. Paul and join in the parade, and I am unable to learn that St. Paul boys took any active part outside the Carnival Clubs, who disported themselves in full and many-colored regalia. Our Exposition is at an end at last, and the local cycle dealers will have a chance to come home and get acquainted with their stores. In one of my last visits there I accidentally stumbled on the exhibit of an agent for the Springfield Roadster and New Mail, samples of both being there. They are not exactly concealed under a bushel, but in an out-of-the-way place, and not readily seen unless one is spying out such things. It was my first view of the New Mail, and I was much pleased with the design and gen-eral finish of it. Next year we may become better acquainted.

Now, I can easily imagine the unfortunate editor saying, "What in——is he stringing out this thing to such a length for, when he has nothing to say!" So I'll have mercy on you for once, and stop short.

Newslessly yours, L. B. G.

THE GENEROSITY OF WHEELMEN.

For three weeks we sent marked copies of THE WHEEL to each League member in New York City, appealing to him to help the Division pay for the passage of the Liberty Bill and the publication of the road-book. How badly the Chief . Consul's appeal was responded to, our readers all know. To those who contributed, we tender sincere thanks for their effort to help the Division. To those who failed to respond to the call we commend them to the following truths which The Owl contributes to the *Builetin* of October 21:
"It has been one of the few unpleasant results of

my long and intimate association with wheelmen to be often brought into contact with their ingratitude and parsimony towards their benefactors; but in no case have I seen such a glaring exhibition of this as in their failure to respond to the call for aid from Chief Consul Bidwell, to enable him to meet the expenses incurred by the State Division in its recent battle for the passage of the 'Liberty Bill,' which was the great legal battle and victory for wheelmen.
"There are estimated to be in this district from

eighteen hundred to two thousand wheelmen, about six hundred of whom are members of the L. \$290 towards the \$800 needed by the State Division to pay off the indebtedness incurred in its fight for the benefit of these two thousand gentlemen, who have shown their appreciation of it by an average contribution of less than liften cents per ways. Could anything more clearly stown the reman. Could anything more clearly stamp the parsonnel of these individuals than this? These same gentlemen were willing, though, to pay five times this amount for a badge that an unjustly discriminating Park Commission forced them to wear when they passed through only a small por-tion of the park, and now that they have secured to them the free use of all of the roads they offer in return to pay for it only one-fifth the amount per capita that they were formerly glad to expend for only a small portion. Here's logic and gener-

osity for you.

"Can any wheelmen ride through Central Park, and thus make use of the labor and money of

others, and, without aiding same, consider himself a gentleman? If so, then please consider me out of the category of gentlemen. A little closer in-spection of the source of this \$290 is interesting. One hundred of it comes from the New York Club, about thirty dollars is from the Citizen's Club members, individually, which will be followed later by a club contribution of \$300, I am informed. Now, this leaves just \$160 as the sum representing the patriotism of the remaining 1,800 of the wo thousand wheelmen estimated to be in the city."

WHEEL GOSSIP.

The N. Y. Club has four bicyclette fiends.

The Cyclist celebrated its ninth birthday on October 12.

The latest Cyclist quotes THE WHEEL six times, and credits every time. Thanks awfully.

It is rumored that Charley Stenken will ride a thirty-pound Star in the Inter-Club contest.

Morgan Marshall, N. Y. B. C., broke his arm on Saturday last, while riding in Central Park.

The Irvington Milburn course is being repaired and will be in fine condition by Election Day.

Wheel proverbs sent in—"The Wheel is mightier than the horse. "A good Wheel maketh a glad

Mr. H. E.J. Irons, a prominent English Cyclist, recently sailed for Boston, where he will settle in

The New York Club will finally decide upon the location of its new club-house at its next Board meeting.

Several Orange Wanderer scorchers are arranging for a twenty-four hour ride to Philadelphia

Bradley, E. Hornbostel, J. W. Schoefer and another not yet named will constitute the Ilderan's Inter-Club team.

The probable entries in the New York Club's road race will be Sanford, Pringle, Hansen, Nisbett and McFadden.

The Riverside Wheelmen held a fair at their headquarters, 108th Street and Boulevard, on October 20, 21 and 22.

We have received a fine photo of "Doc" Kendall, an hospitable member of the Boston Club, as many will testify to.

The Elizabeth will probably be represented in the Inter-Club road race by Caldwell, Bowman, Gilbert and Bonnett.

J. E. Fenlon and E. M. Mayes, two of England's fastest amateurs, have gone to New Zealand to engage in sheep-raising.

Percy Furnivall has contributed an article to the October Wayfarer entitled, "Physical Training for High-Speed Competitions."

The Citizen's Club is auxious to add Vol. I. of THE WHEEL to its library. Address John C. Gulick, 26 W. 60th Street, New York City.

The gold watch which Fred Foster won at the Roseville Meet of 1886 was stolen from his clothes, while he was competing at the Detroit races.

The Owl tells us that A. Kenedy Childe is shortly to be married to a young lady of Boston. The Owl ought to know. We offer our congratu-

Messrs. Adams and King, two English amateur wheelmen, failed to beat the twenty-four hour tandem road record, on October 5, but made the excellent performance of 271 miles.

Neither Valentine, of the K. C. W., nor Greenman, of the Ilderan's, will ride in the Election Day road-race. Both were first-class men, and it will be hard for their clubs to supply their equals.

The Southern Boulevard is being macadamized from 176th Street to Jerome Park on Central Ave Pelham Ave, is also being macadamized from the Southern Boulevard over to Break Neck Hill.

W. C. Herring, of the New York Club, is now studying medecine at Bartholomew's Hospital, London, in company with Furnivall. Mr. Herring has decided to become a physician.

The Brookline, Mass., Cycle Club recently admitted several new members, and planned a program of Winter entertainments, including a ball, gram of a minstrel entertainment and several musicales.

P. M. Harris, of the New York Club, has retired the remarkable growth of hair that fringed his manly chin. Percy now fondles a Springfield roadster, over which he has become quite enthusiastic.

The Allegheny County Cyclers' Association held a meeting in Pittsburg, Pa., October 19, and elected these officers: President, A. R. Neeb; secretary, A. C. Banker; treasurer, W. C. Coffin; first lieutenant, F. G. Lenz; second, G. W. Shaw.

Furnivall, Webber and Illston, all authorities on matters racing, by the way, agree that Howell will have the hardest job of his life, should he "tackle" W. A. Rowe. And yet Rowe is a much better Rowe than the man these English amateurs saw two seasons ago.

The friends of Harry Hall are glad to see him about again. For two weeks, Harry had a severe attack of neuralgia in the eyes and inflammation of the retina, so that the doctor was compelled to put him under the influence of opiates to induce sleep and relieve the pain.

Mr. and Mrs. J. S. Smith cut the tandem records from 21 to 25 miles on the Crystal Palace track, Saturday, October 8. Twenty miles were covered in 1:03:44 4-5. The new records are: 21 miles, 1:07:01 3-5; 22 miles, 1:10:19 3-5; 23 miles, 1:13:07; 24 miles, 1:17;55 3-5; 25 miles, 1,20:06.

The Harrisburg, Pa., Wheel Club have invited all the wheelmen in Harrisburg and its vicinity to participate in a lantern run, to be held Saturday evening, October 29. On Sunday morning, the 30th, a run will be taken to "Little Old Log Cabin," where the day will be spent in social intercourse.

The enormous surplus in the national treasury and the excess of revenue receipts over Governmental expenditures will undoubtedly cause a revision of the tariff list next year. It is to be hoped that the duty on cycles and the raw material used in their construction will be materially decreased.

Races at Philadelphia-At the games of the University of Pa., decided at West on October 22, the following events was decided: One-mile state championship:—W. J. Wilhelm, 3:01; J. Fuller, University of Pennsylvania, second by fifteen yards; J. J. Bradley, South End Wheelmen,

A twenty-four hour's road race will be contested on the roads in the vicinity of Boston, on October 31. The race is under the auspices of the 31. The race is under the auspices of the Bicycling World, which announces that it will hold twenty-four hour and hundred mile road races annually; also that it will in future exercise a motherly care over the road-record table.

The Springfield Bicycle Company have contracted for several thousand wheels, to be ready for the Spring trade. We understand a radical change will be made in the build of the wheel, and that the 1888 mounts will be a great improvement over those of this year. G. M. Hendee is already booking orders in the South for this wheel.

The Democratic nominee for comptroller of N. Y. City is Mr. Theodore W. Myers. Mr. Myers has an enviable reputation as a business man, but he was the leader, of all the Park Commissioners, of the opposition to the Liberty Bill. We do not wish to drag politics into the question, but Mr. Myers is not worthy the support of any wheelman in New York.

Samuel Sterling, of Bridgeport, Ct., the well-known bicyclist, started last week for New Orleans on his wheel, which has carried him several thousand miles on Western and Northern trips. Sterling is a farmer who, a few years ago, came into possession of \$30,000. Since then he has discarded the plough handle for the bicycle lever, and now spends the most of his time on the saddle.

The annual fifteen mile championship road race of the New York B. C. will be held on "Election Day," November 8, at 11 o'clock, A. M. Course:

—From Peabody House, Yonkers, to 59th Street and Boulevard, via Brick Church. Train leaves Grand Central Depot at 9:05 A. M. Leave Yonkers at II:14 A. M. A group picture of the club will be taken at the Circle at Riverside Drive, at 2:30 o'clock, immediately after which there will be a

perience. It exercises all the walking muscles while the weight of the body is supported by the saddle which specially tends to expand the lungs and strengthen the stomach.—Florine T. McCray.

W. I. Joyce, a Boston letter carrier, has been experimenting with a Columbia bicycle in view of using it in his regular delivery of the mail. He says that he has given the machine a most severe trial, and considers it practicable for letter carriers in the suburban districts. He has climbed the steepest hills in his districts and has found no trouble in mounting and dismounting. He further says that in good weather he can make at least 30 minutes better time than on foot on his last two daily trips.

An effort is being made to consolidate the Excelsior and Morrisania Clubs, both of upper New York City. The Morrisania wheelmen lost much York City. The Morrisania wheelmen lost much of its wheeling enthusiasm, and bade fair to be-come a social club. This caused dissatisfaction among the more enthusiastic wheelmen, and the "Excelsior" was born of the revolt. New management has lately been elected in the Morrisania Club and the Excelsiors are willing to enroll themselves under the old standard. The Morris-ania Club has a finely furnished house, and the combine would, no doubt, be desirable for both

There are good grounds for believing that at the next session of the Legislature a bill will be presented exempting all New York City Park property from the action of the Liberty Bill. It is believed that little opposition to the bill will be made, at least that is the feeling at the present time. The wheelmen of this city behaved so nobly and generously towards those who engineered the the Liberty Bill that it is doubtful if their sympathese and energies can be enlisted. Besides, opposition will cost money, of which the Division has none. Here is a glorious opportunity for the Citizens' Club. With its influence and money, it might prevent the nullification of the Liberty Bill; perhaps the trade might take action in the matter.

Whoop! Tarantara! Tarantara! Hello, there! Reach down the dusty old bugle. Rummage out the gold-laced club cap; and hail forth the silver-braided tunic! Who says military show and tawdry bedizenment are dead in wheeldom? They may be passe in this effete old country; but across the Atlantic the day of captains, sub-captains, secretaries, buglers, treasurers, committeemen, and other officers of clubs, is still a gala day, and they have officers of clubs, is still a gaia day, and they have discovered even another excuse for the adornment of their cycling costumes. The "King's County Wheelmen" is their name, Brooklyn is their nation, and the way they do it is to wear "service stripes," consisting of silver stripes on their sleeves for three years' service, and gold stripes for five years'!—Cycling Times.

L'ENFANT TERRIBLE.—A gentleman, living not a hundred miles fron Naas, is the happy possessor of a tricycle, over which he watches with such jealous care that he always keeps it under lock and key when it is out of his sight, and, being a bit of a martinet, too, the members of his family have a wholesome dread of displeasing him. His grown-up son had often cast longing eyes at the machine, but his father would not even let him try it, and in his absence access was not possible to it. However, one evening he had some friends to dinner, and was boasting of the excellence and beauty of the machine and ordered the butler to bring it round to the front door, so that they might inspect it after dinner. His son heard the order, and thinking "now's my chance," slipped out. He got on the machine and went for a short run, and when returning met his father's men coming from their work. They commenced chaffing him about his riding, when he offered to wager drinks all around that he would ride on to his father's house, and, turning, catch them before they reached the canal bridge. He succeeded by a few yards, and turning round in his saddle triumphantly, forgot all about the canal until he found himself, machine and all, in the water. With the aid of the he got out; but here was a pretty state of affairs. His rather's precious tricycle at the bottom of the canal, while at any moment the guests might be ushered out to inspect it. Ropes were procured, a grappling iron improvised, and the machine pulled out and rushed off to the yard, where a number of busy hands were quickly at work with chamois and Tricycling for women is constantly growing in popularity And why not? It is the most exhilirating, beneficial, and best worth doing of any sport that ever came to the sex. It is modest and graceful, as all can see. That it is thoroughly healthful, I am convinced from observation and excloths, and five minutes later the machine stood shining in the glory of its nickel plate before the hall door. Even to the present day the owner does not know that his beloved tricycle once lay at the



ARTHUR E. PREYER.

The subject of this sketch, Mr. Arthur E. Preyer, was born in London, England, March 24th, 1866, and is, therefore, in his twenty-second year. His family came to the States while Arthur was still young. He graduated from the New York public of the City of New York, leaving there to accept a position offered him in the establishment of E. I. Horsman. Arthur remained with Mr. Horsman until he had been advanced to the position of chief assistant to Mr. George R. Bidwell, who was then the manager of the bicycle department of Mr. Horsman's business. In the course of time Mr. Bidwell severed his connection with Mr. Horsman and opened an establishment of his own; but

missing his valuable assistant, he prevailed upon him to join him the following year. While Mr. Bidwell's establishment was in 60th street, Arthur did anything and everything that was to be done, from crating a machine to receivwas to be done, from crating a machine to receiving the cash, and was in every place at the moment that his services were required. Mr. Bidwell subsequently removed his establishment to the Citizens' old headquarters, where the routine of the business was greatly simplified and very many improvements made. Being in almost sole charge of the business, he was constantly thrown in communication with the numerous wheelmen who frequented Mr. Bidwell's establishment, and from his polite and affable manner, his easy mode of amicably settling differences that arose, and his prompt redemption differences that arose, and his prompt redemption of all engagements and promises made by him, has become very popular among wheelmen, who have given him the title of "King Arthur.

AN EPISODE OF THE YONKERS ROAD.

Mr. Kerlum had long been persuaded that he ought to ride a bicycle. All his cycling friends had urged upon him the advisability of so doing. They told him that a bicyle was just the thing for him. Mr. Kerlum thought so to, and had hesiabout New York and the bad streets. Therefore, when the drives of Central Park were recently thrown open to wheelmen, he concluded that the time was most opportune for the fulfilment of his desires.

Mr. Kerlum, being of an economical turn of mind, thought it advisable to first invest in a cheap machine; his idea being that the headers and wab bling efforts of a novice had better be expended on a bicycle that didn't cost much. Then when he should blossom out into an expert rider, he could buy a nicer wheel. Mr. Kerlum chuckled musi-cally to himself at the thought of blossoming into an expert wheelman, like those he saw gliding gracefully about the Park of an evening.

For two weeks the ambitious new beginner "wrassled" with the silent steed in the obscurity of a riding school, and once or twice ventured out onto the Riverside Drive in the grey of dawn, before anybody was about. At the end of that time, Mr. Kerlum concluded that he was now an expert, and so traded off his cheap machine and \$50 to boot for a nice nickeled wheel, which the agent said was a beauty and all complete.

Much easier to learn.

Undoubtedly easier in mounting and dismounting.
2. Easy to mount by pedal.

Mounting by pedal the most graceful method. Absolute safety down hills.

6. No danger whatever from sudden or unlimited application of brake.

Mr. Kerlum arrayed himself in a new uniform, and hied him straightway to Central Park. the first time since he wore his first pair of trowsers, he felt that he almost owned the earth. The bright eyes of Fifth Avenue belles seemed to him to sparkle with lively interest as he sped swiftly by their carriages, and he was very happy. Sometimes he met fair friends, who smiled sweetly at him and nodded. As Mr. Kerlum couldn't yet ride with one hand off, he had to confine himself to merely nodding in reply instead of lifting his

cap. He colored up a little at this, too high spirits to be depressed at trifles.

Thus far Mr. Kerlum had confined his riding to
Thus far dand smooth road. He had never yet level ground and smooth road. He had never yet tried to ride up hill or down. Nevertheless he felt confident of being an expert, and on the second day after buying his new wheel ventured upon a tour to Yonkers. He found the Yonkers road rather soft, and took headers at one or two bad places. As he landed in the sand and didn't hurt himself, Mr. Kerlum's courage was increased, however, by these experiences rather than diminished, and in the course of time he came to the brow of the hill, familiarly known among cyclers as "Breakneck Hill." The hill is pretty steep, and Mr. Kerlum's heart came into his mouth as he glanced down it. He had seen the same hill often enough, but it looked twice as steep as usual from the saddle of his bicycle. He was sufficiently logical, however, to know that this was nothing but an optical illusion, and he determined to acquit himself like the true knight of the wheel he felt himself to be.

He rather liked the sensation as the bicycle gathered momentum and glided ahead with him; but in less than three seconds the speed made Mr. Kerlum gasp and he grabbed the brake to ease up a little. The brake wouldn't work! He had never had occasion to try it before and the agent had said everything was in apple-pie order. Mr Ker-lum tried to swear about the agent, but didn't have time. The pedals flew round too rapidly for his feet, and all he could do was to hang on like grim death to the handles and try to steer clear of obstacles. He kept his presence of mind and did admirable work in missing holes and stones, but at the foot of the hill was the wooden bridge of a It protruded a foot or so above the road Kerlum couldn't possibly be missed. Before Mr. Kerlum could ejaculate the shortest prayer on record, the bicycle struck the culvert and was transformed at once into a heap of bent iron and bristling spoke-ends. Mr. Kerlum himself was shot twenty-seven feet into the air, whence he came down with a new variety of dull, sickening thud amid the ruins of his wheel. The cruel spokes spilted him through and through like a Thanks-giving turkey. A Spuyten-Duyvil dairyman re-turning home in the evening, found the remains, and notified the coroner. The coroner summoned a jury, and the jury found that death resulted from a bicycle spoke entering poor Mr. Kerlum's stomach, passing through his left lung and out via the ach, passing through
bulge of his right tenderloin,
THOMAS STEVENS.

ORDINARY vs. SAFETY.

A correspondent sends us the following as his ideas of the respective advantages possessed by the ordinary vs, safety bicycle respectively, and as they are fairly to the point, we print them: ADVANTAGES OF THE ORDINARY OVER THE SAFETY.

I. 2. Easier to clean.

Less liable to catch dust or mud.
A little less liable to get out of order
Will run for a longer distance down a slope

or hill of its own accord.

5. In general, less attention need be paid to

steering, as it can be instinctively guided by the feet and movement of the body.

6. A greater familiarity with the high machine accounts at present for its stated superiority in point of gracefulness. In case of an accident one is pitched clear

away from machine in majority of instances. 8. Lamp keeps alight better.
9. Supposed less vibration (although having used best rubber tubing as sleeves to the handles of safety makes this point doubtful, in my opinion).
ADVANTAGES OF R. D. BICYCLE OVER ORDINARY.

> The Manhattan Bicycle Club, though but a few months old, has secured a club house in West 59th Street, convenient to the West Side Drive. Next

Sunday the Manhattans and Kings Counties will hold a joint run to Tarrytown. The Manhattan Club has also projected an entertainment at the Lexington Avenue Opera House for next February.

was that the large wheel had to pass around under the girl's arm. In muddy weather, riding would be hardly pleasant with such an arrangement. The guiding apparatus consisted of a semi-circular rod passing round the back, the handles coming forward so that they could be grasped easily. Little rubber bands on the friction wheels prevented any rattling and the machine went along noiselessly, and altogether seemed to be a very

in descending long hills.
11. Complete sense of security when riding at night, as little short of an earthquake can induce a cropper 12. There being so very little tendency for the front wheel deflecting at each stroke of pedals, the machine in question can be ridden straighter and easier up a stiff hill.

7. Bricks or curbstones can easily and safely be

A slipped pedal is not the occasion of a seri-

10. Comfortable foot-rests, making it luxurious

ridden over.

8. Not so far to fall in case of accident.

13 One can lay over to any extent with secury, to "scorch," if so desirous, or against strong

wind.

ous fall.

14. Much easier in riding hills, because of vertical position of rider, and there is much less pulling at the handles, there being no necessity (or very little) for counteracting the alternate pressure on the pedals, which is absolutely necessary and forms one of the main points in ascending hills of any gradient on an ordinary.

15. Being placed immediately over the period one is in the best position, for several reasons, for

16. Being nearer the ground, one encounters less wind.

luggage-carrying 17. Its capabilities greater.

18. The advantages of the vertical position on rear-driving bicycle will be more apparent the more rationally the ordinary is built.—The Cyclist.

GIRLS ON WHEELS.

WASHINGTON GIRLS WHO RIDE BICYCLES-DES-CRIPTION OF A MARVELOUS MACHINE.

Just as I was passing two pretty girls on the way down town the other morning, I heard one of them say to the other: "See that bicycle! Isn't that a delightful motion? It must be the next thing to swimming or flying. I wish we girls could ride

bicycles."
The girl who spoke was a rosy-cheeked, tall, muscular creature, who was evidently fond of athletics. For rowing, fencing, riding or walking she had a splendid figure. Her companion was somewhat shorter and slighter, but the bloom in her cheeks and sparkle in her eyes indicated per-fect health, and a sympathy with her fellow pedes-

trian in all womanly sports.

Just at that moment what should come around the corner but a woman on a bicycle! Except at country fairs and concert hall exhibitions, where country fairs and concert hall exhibitions, where painted gauds with very large legs in very dirty tights, rode bicycles against time, I had never seen a woman on a bicycle, and, for that matter, never wanted to see one. But the sight of this new apparition was something remarkable. The girl was evidently a skillful rider. She rode very gracefully. Her skirts fell modestly about her ankles and the smile on her face showed that she was evidently enjoying the surprise which her was evidently enjoying the surprise which her riding produced in those who saw her.

The machine she rode was a marvel of human ingenuity. It had neither spokes nor hub and consisted simply of the felloe, which was held in place by little friction wheels on the inside. friction wheels were connected with the frame-work which held the seat, and the girl really sat inside the wheel.

By means of gearing connected with one of the

friction wheels she was able to propel it. Behind the felloe ran a little track-wheel. The only drawback about such a machine that I could see ant one to ride. The girl evidently enjoyed it. The two girls on the sidewalk fairly clapped their hands with joy at the sight, and as I passed on I heard the larger one exclaim: "I'll have a machine like that if it takes a leg."—Cleveland World.

THE ROADS OF ASIA.

What Thomas Stevens, the Bicycler, Writes of Them.

THE MATCHLESS ROADS OF BRITISH INDIA-THE IMPERIAL HIGHWAYS OF JAPAN-THE JAPS AS ROAD BUILDERS-THE EXECRABLE ROADS OF CHINA-THE MILITARY ROADS OF ASIA MINOR,

> [Copyrighted, 1887, by the Author.] [WRITTEN FOR THE SUNDAY TRIBUNE.]

Leading the world in many things, this country is most emphatically behind all other civilized countries in the matter of roads. Every American who has traveled abroad, and particularly in Europe, comes back home filled with regrets that the splendid macadam highways of England and continental Europe have no counterpart in this coun-I am not one who thinks this state of affairs calls for unqualified reproach, for many natural causes combine against good roads in the United States. First and foremost, no doubt, comes the railroads, which in many parts of the country preceded wagon road improvement entirely. tremendous extent of territory, the comparative sparseness of population, the absence of suitable material over large areas of rich agricultural States, and the lack of military necessity, may be mentioned among the reasons for inferior roads here.

It is not the purpose of this sketch, however, to dwell upon the hackneyed subject of roads, and their inferior condition in America, but rather to take a peep at the roads of other countries, and the methods employed in their improvement. most critical judges of roads are, undoubtedly, the men who traverse them on bicycles. A horseman or a pedestrian can step over holes, wade through sand or mud, and pick his way through loose or protruding stones without undue annoyance. The wheelman, however, guiding his sensitive steel steed is affected from first to last by the condition of the ground beneath him. It might seem a good deal like presumption on my part, to assert that I am in position to pronounce upon the comparative merits of the world's roadways better than any man living; but no reader who has ever ridden a bicycle would doubt the assertion. Having made a trail around the land portion of the earth's surface with a bicycle. I can now take an ordinary map of the world and trace out from beginning to end of that great circle, where the road is good, where it is

bad or indifferent, and where it is execrable. The best roads in the world, many readers will be surprised to hear, are in British India. After riding the bicycle 1,400 miles through the Punjab, Cude and Bengal, I am fairly at a loss to find words to express sufficiently my admiration of the enterprise that has belted India with such magnificent highways as I found there. The finest road in India is known as the Grand Trunk road; it extends for 1,600 miles, an unbroken highway of marvelous perfection, from Peshawar on the Afghan frontier to Calcutta. It is metaled for much of its length with a substance peculiar to the country known as kunkah. Kunkah is obtained almost anywhere throughout the Punjab—underly-ing the surface soil. It is a sort of loose nodular deposit of calcareous concrete, which may be readily converted into lime by burning in a kiln. When rolled and wetted it cements together and forms a road surface smooth and compact as an asphaltum pavement, and of excellent wearing quality. A valuable and peculiar property of kunkah is that the beds are constantly replenished by natural processes born of some favorable condition of soil. After exhausting a bed of kunkah the land is leveled and allowed to the soil of the soil eled and allowed to remain untouched. After a few years the same land again yields a supply of kunkah. In passing down the road one sees big gangs of natives repairing the surface with kunkuh dug out of the beds by the roadside. At certain seasons of the year the road overseers of the districts collect big gangs of men and women and proceed to repair such portions of the road as need attention. The worn portions are picked out of the bottom of the metaling, and refilled with new kunkah as neatly as though it were a section of concrete pavement in a city sidewalk. A portion of the men carry the kunkah on their heads in wooden trays from the near-by pit to the road, the women carry jars of water from roadside well, The kunkah is spread, the water thrown over it, and another gang of men tramp it down with iron trampers. In renewing whole sections of road these trampers are sometimes ranged three and four deep, and stretch clear across the road, the order of procedure being one short step forward at every tramp. In this manner the gang pass up and down the new-made stretch several

times, leaving it at last solid enough to run a steam engine over. In some districts bullocks and neavy iron rollers imported from England are used, and sometimes the rollers without the bullocks, big

teams of men taking the place of the animals.

When the British first began making roads in India, it was with the greatest difficulty could induce the men employed to accept pay, "No, Sahib," the gentle Indian ryot would say, "we will make the roads for you and wel-come, but we will never submit to being paid for the work." Upon investigation of the state of affairs, it was ascertained that the recep-tion of wages would be a violation of the caste prejudices of the dusky road makers. The class of people the government had to depend on to make the roads were independent ryots or small farmers accustomed from time immemorial to subsist by tilling the soil for a share of the produce. for road making or anything outside their established profession would degrade them and lower their caste. The only way the government could recompense them was to make them presents from time to time. No end of tact had to be employed even in doing this, so much is a vio-lation of caste dreaded by Hindoos.

Among the Asiatics themselves, the Japs appear

to be the only people who of their own independent enterprise approach the road making methods of Western nations. The Japs are a wonderfully clever people anyway, and a few hundred years ago were probably the only nation that had a real good artificial highway. Kaempfer, the Dutch traveler, who traveled considerably in the Mikado's empire in the latter part of the seventeenth century, spoke of the excellent condition of the Tokaido at that age when the roads of England and Europe were abominable stretches of holes and pit-falls. To-day the enterprising Japs can show features of road improvement that I, at least, saw

in no other country.

Japan is a pretty mountainous country, and the roads are maintained at a good deal of expense and trouble. I traversed 800 miles of Japanese roads with my bicycle and found them excellent the whole distance, although somewhat hilly in places. At one point I found that the enterprising road makers had burrowed clear through a mountain, making a tunnel several hundred yards long, and at another point one somewhat shorter. These were the only tunnels I shorter. These were the only tunnels I passed through, the whole world round, that had been made entirely for the ordinary roadway. In the longest tunnel they maintained a system of big kerosene lamps and reflectors, and in the entrance to the shorter one were sun reflectors that cast a gleam of light into it from either end. vehicles used in Japan, except a few carriages about Tokio and the treasy ports, are jinrikishas or man-carriages. These were first introduced into Japan by an American missionary about twenty These were first introduced into years ago, and now it is computed that not less than 100,000 are in use throughout the country. The wheels of the jinrikisha are about three feet apart, and the roads are usually about ten feet. At one point, over the Hakone Pass, the Japs have paved 16 miles of the road with matched boulders. At first this was probably as smooth as ordinary Belgian block, but time and travel have in the course of several centuries made it rough. The only piece of real neglected road I found was from Kobe to Ozaka, about 20 miles, This is significant from the fact that a railway has for several years been in operation between these two It would seem to indicate that the introduction of the iron road bodes ill for the proper maintenance of the ordinary roadways of the country. The Japs made their roads of broken stone, gravel from the beds of rivers and the seabeach and from disintegrated granite from the mountains. The Tokaido winds its way a good deal around the base of mountains. I have seen swarms of road men up the mountain side, loosening and starting down banks of this proken granite, while other swarms waited below to carry it to the road in bamboo baskets. Gangs of criminals chained together, or with shackles and ball, are also sometimes employed on the roads in Ia-Tiny tolls are collected at wide intervals amounting to 25 cents, probably, throughout the entire 800 miles I rode over. It was the Grand Trunk road that saved India to the British during

perial roads that traverse its mountainous length from Nagasaki to the north of Tokio.

The worst roads in the world are in China. perhaps it would be more correct to say that China is a country without roads as we of the West un-derstand the term. My personal observations were confined chiefly to southern China, but believe they are worse if anything in the north. the south they consist of roughslabs of sand-stone about six feet long by a foot wide. These are sometimes laid crosswise, and sometimes lengthwise two by two across the rice fields. Where the rice fields are situated in the river bottoms and liable to in-undation, these stone walks are elevated several feet above the general level on the top of narrow banks. The thrifty and acquisitive celestial agriculturist, unable to resist the temptation of en-croaching even on the narrow bank that supports the stones, sometimes picks the dirt away until the two parallel stones slant away from the middle like the bridge-tile of a roof. It is often a more diffi-cult feat to traverse these elevated pathways than it would be to walk along the top of an ordinary brick wall. I suppose these paths are repaired sometimes, but, in distinct contrast to Japan, I never saw a man repairing a road in China. Even in districts where much of the traffic is carried on the peculiar wheel-barrows of the country, no improvement ever seems to be made in the roads. The barrows are taken over all sorts of break-neck places, but only by main strength and awkwardness. The wheel-barrow coolies travel in big companies, and when they reach a place that cannot be wheeled over, they unite strength and lift the loaded barrows over.

The country about Constantinople presents a curious picture of former methods of road making in the Orient. The country is traversed in all directions by narrow causeways of huge blocks of stone. These were evidently built by the Greeks or Byzantines for military purposes. Sometimes these ancient roads are not over three or four feet wide; the object being to provide roadways for troops when the country was muddy and impass-

The Turks are now making good macadam roads throughout Asia Minor, under the supervision of European road engineers. With the exception of the methods of forced labor employed in their construction, we might emulate with profit even the unspeakable Turk in making road improvements. They have a very mountainous and difficult country in Anatolla, Angora and Sivas to make artificial roads through, and the work they are doing there is simply tremendous. The Pasha of a district, when the spirit moves him to go into the business of making macadam roads, orders out all the ablebodied men and the pack-donkeys to the task. A European road engineer is employed, and a staff of assistant superintendents and surveyors. men are provided with tools and blasting powder, and are required to do a certain amount of work each. The broken rock is carried with painful toil from the quarries to the road on donkey's backs. The men receive no wages and are required to provide their own food and support their donkeys. These are the military roads that are believed to be the only salvation for Turkey in the next Armenian campaign with Russia. As there is practically no vehicular traffic in the country, one sees those well made military roads winding through Asiatic Turkey, mile after mile, without so much as a wheel mark.

The Persians have no artificial roads except short drives about Teheran, and a semi-improved stretch of a hundred miles between Kasveen and the capital. The French have short stretches of good road about Saigon, and the Russians in the neighborhood of Siberian Turkoman cities great road builders of the age, however, are un-doubtedly the English. Beside the matchless roads of India, every little settlement in the East and about treaty ports of China and Japan, speak eloquently of this particular road building enter-prise of our cousins across the water. Their own country roads, the roads of France and Europe in general, I shall have to make the subject of another paper.

THOMAS STEVENS. another paper.

The Gormully & Jeffery Mfg. Co. proudly points at the list of remarkable road records held by its "Champion." These records were made last year, and many attempts have been made the Sepoy mutiny; and no doubt Japan was first last year, and many attempts hav indebted to military necessity for the splendid imulatory necessity.

ARE THE MOST GILLOTT'S STEEL PENS PERFECT. Kinney Bros.' cigarettes should be in every club's cigar case. Their "Full Dress Straight Cuts" are great favorites.

c Some bargains are advertised in our Sale and Exchange columns; notably a 51-inch Star, a ladies trike and a Rudge L. R.

The Long Island Wheelmen will open their new house to-morrow, Saturday. Later on, there will be a house-warming. We wish the L. I. W. prosperity in their new house.

Mr. Charles Schwalbach has made a great change in the wheel room of his store at Prospect Park. In future his stock will be found in an extension which he has just built, and which also contains reading and locker rooms.

The Mail and Express recently contained an article on chewing gums and the hold they have taken on the American people. The Mail reporter received his facts and figures from Messrs. Adams & Sons, whose output of their popular Tutti Frutti gums is larger than that of any other manufacturer.

Messrs. Devlin & Co. have gained an enviable reputation among wheel clubs as suppliers of club uni orms, boating, yachting, rowing and tennis wear. This old established firm are outfitters to many prominent bicycle clubs, including the Citizens', Harlem Wheelmen, Long Island Wheelmen and many others. Nothing shoddy comes from their establishment. Representatives of clubs calling on the firm would do well to ask for Mr. Jones, a courteous and intelligent gentleman.

Ex Park Commissioner Crimmins has come out as a champion of good roads. To the New York Herald of Monday, October 17th, Mr. Crimmins contributes two columns of very sensible chat on the streets of New York as they are, and as they should be. Mr. Crimmins denounced the present methods of paying and require the streets. methods of paving and repairing the streets, con-trasts their filth and unevenness to the smooth, clean pavements of European cities, and suggests new methods of securing proper street pavements. Should a reform movement be inaugurated, Mr. Crimmins can doubtless be counted upon as a valuable ally in the good work.

One of the principal reasons of the poor roads in this State is the fact that the farmers pay their taxes by working on the roads. They are not only under the supervision of a road master, entirely ignorant of the proper construction and proper method of repairing roads, but their work is done in a slip-shod manner. The writer, while on a few days' visit in a country district in the upper part of the State learned that the farmers were almost a the State, learned that the farmers were almost a unit in favor of settling their taxes with cash, and have the roads repaired and supervised by paid and intelligent labor. Under the circumstances it would seem no difficult matter to have remediable legislation enacted, as it would receive the support of moral legislators. It is to be hoped that the State Division will make courageous efforts to form an alliance with horsemen, and attempt to bring about a much needed road reform.

LONG ISLAND WHEELMEN.

BROOKLYN, October 25, 1887.
The club will assemble in full uniform, at temporary headquarters, Fulton Street, on Saturlay, October 29th, at 3 P. M., to parade in honor of our entry into the new Club House.

II. The route will be to Prospect Park—where

a club photograph is to be taken—thence return to and formally open the new Club House

III. To commemorate this, the most important event in the life of the "L. I. W.," the members are earnestly requested to make a special effort to

Every member of the club should consider that his personal presence is particularly desired, that we may unite in honoring our club and our new home by the heartiest and most complete demon-

stration in our power to render.

At such a time only general co-operation can fittingly indicate the pride and satisfaction with which the Long Island Wheelmen take possession of the finest Cycling Club House in the country. Let every man respond! By order of the Road Committee. CHARLES H. LUSCOMB. Captain L. I. W.

The longest line of sundries offered in this market is that of the Gormully & Jeffery Mfg. Co., of Chicago. If you are interested send for their cata-

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ULL DRESS STRAIGHT CUT.

Unquestionably the choicest Cigarette manufactured. Under no circumstances will the high standard of hese goods be changed.

These cigarettes, although costing more than others, are well worth the difference asked, and always give the most entire satisfaction.

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EASY PAYMENTS. New Rapid. Champion, Star and other Bicycles and Tricycles

on easy payments, without extra charge except for interest. Prices from \$8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman. Geo. W. Rouse & Son, 13 G St., Peoria, Ill.

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LIGHT ROADSTER.

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POPE MFC. CO., ELLIOTT MASON, MANAGER, 12 WARREN ST.

Why do you allow your machine to remain rusty when you can, with one bottle of the G. & J. Retouching Enamel, make it look almost new? It costs only 75c., and does the work. The Gormully & Jeffery Míg. Co., of Chicago, will be pleased to send their catalogue on application.

Now that the weather is getting cooler there will be a great deal more night riding than during the hot summer months. It is always safer to carry a lamp. The Gormully & Jeffery Mfg. Co, of Chicago, manufacture a complete line, and will be pleased to send their catalogue on application.

FOR SALE, EXCHANGE, WANTS.

SALE AND EXCHANGE.—TANDEM TRICYCLE, latest pattern, halls all around, may be used by two ladies, excellent order, cost \$250, sacrifice for \$125, worth \$200,. "Tandem," care The Wheel.

FOR SALE OR EXCHANGE.—48-in. Safety Bicycle in good condition, would sell cheap or exchange for any of the following wheels: Dwarf Star, 42-in.; Rover Safety, Tricycle, or an Italian Harp. Send stamps for description. L. S. H., Box 116, Danville, Indiana.

TO EXCHANGE.—44-in. 1887 Light Roadster Facile, in fine condition, for a 40 or 42 Special, '84 preferred and cash. Arthur Munson, Stamford, Ct.

TO EXCHANGE -44 Light Roadster, Facile, vintage of '87, valued at \$120, for 40 or 42 regular Facile, '84 pattern preferred, and cash. Arthur Munson, Stamford, Ct.

CLAUGHTER.—51-in. Rudge Light Roadster, half-nickeled, latest pattern, spade handles, lantern and hanger, all good as new, cost \$155. Will sell very low, in fact sacrifice to prompt purchaser. Address "Chesterfield," P. O. Box 444, New York City.

SPECIAL STAR.—51-inch, 3-4 nickeled, balls to front, silent ratchets, good as new-\$70, worth \$100. Write quick. "Stanton," care Wheel Office, New York.

52-IN. HUMBER.—Balls all round, good as new—cost \$137.50 for only \$65 if sold at once; worth \$100. wner going West. "Anderson," P. O. Box 444, N. Y.

A LEADING PIANO HOUSE.

A LEAUING FIANU HOUSE.

Almost immediately after the birth of the now great firm of Sohmer & Co., in 1872, came the memorable business depression of a year later. This fatal year proved the disastrous ruin of many long-established firms, but when the sun burst clear once more above the clouds of business panic this young firm came out unharmed. This house, which now occupies a separate and absolutely unique position in the pianc trade, was striving manfully without pretense to supply instruments of strength, durability and unsurpassed musical qualities. And tiwas not long before the critical patrons of other establishments recognized the merits of the young firm and the Sohmer piano had gained its merited fame. From a limited production of four pianos the business rapidly outgrew its bounds, until now no less than forty beautiful instruments stand ready



for shipment each week. To keep pace with the ever-growing demand an enormous factory has been built in Astoria, L. I., occupying 250 feet of the river-front, facing Eighty-fifth street, New York, while the great salesrooms number from 149 to 155 East Fourteenth street. Around this six-story giant of masonry has grown up a little village of workmen. Here they labor and here they have their homes, under the shadow of the great industry which earns a livelihood for hundreds of men. Scattered through the town are the various auxiliary workshops which have been added as the pressure of business increased. It is at Astoria that the famous Sohmer pianos are made. They combine a rich, pure tone of great volume and rare quality with a delicacy and sympathetic responsiveness of touch seldom found in other instruments. This is especially true of the Bijon Grand—the smallest grand piano ever made—which has already alone earned a prond reputation for its makers. The history of this firm in later years and the wonderful durability, combined with perfection of tone and touch of the square, upright and grand pianos, are known to hundreds of musicians and in thousands of homes all over the world, while the collection of prize meduls from scores of expositions attest the indorsement of the ablest critics,—[New York World.

SKILLFUL REPAIRING.

I have a corp of skilled workmen and am prepared to repair and overhaul Wheels at reasonable prices.

BARCAINS IN SECOND-HAND WHEELS.

A large stock of Second-Hand Wheels always on hand. ALL GRADES. MAKES. ALL PRICES.

NEW MAIL, THE WHEEL OF PERFECTION. Sole Agent for Long Island.

Large Stock of Boys' Wheels. Competent Teachers. Fine Track, Storage, Renting,

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High Grade in Every Sense

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HAS RECEIVED THE BEST EVIDENCES OF MERIT, VIZ.:

A constantly increasing demand, and unasked testimonials. Wherever one has been shown, other orders surely and quickly followed.

In fact, TAT NO SINGLE TIME SINCE JANUARY A have we been up with our orders.

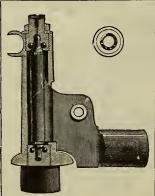
This means something. It means a good wheel.

AN AMERICAN MADE WHEEL, WITH ALL PARTS INTERCHANGEABLE,

Trigwell's ball bearing head, and perfection backbone and forks. The ball head has been PROVED by two years' use a great success, and the best criticisers are not competing dealers, but the users and riders, and we refer to the latter's testimonials in our catalogue. Did any rider ever see too rigid and strong backbone and forks? Are not the Strengthened Perfection Pattern Backbones and Forks common sense improvements? Notice the advantages. Perfectly rigid forks and backbones which do not break nor spring out. Especially fitted for rough road work. And look at our rim with the thickened base; no such thing as buckling.

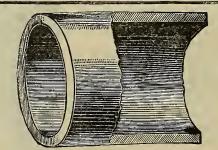


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TRIGWELL BALL HEAD.

One thousand miles without oiling or adjusting. Perfect rigidity, and ease of steering. Greatest modern improvement. See testimonials in our catalogue.



Sectional views of neck and back fork end of

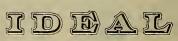
NEW PERFECTION BACKBONE,

Giving increased thickness and strength at upper end, where is the greatest strain. Forks also same construction.



NEW RIM.

No seam outside. Thickened metal at bottom. Cemented Tire. Also, New England Agents



Boys' Bicycle.

We only ask for you to SEE a New Mail, and you will buy one.

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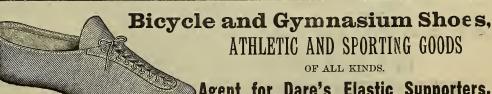
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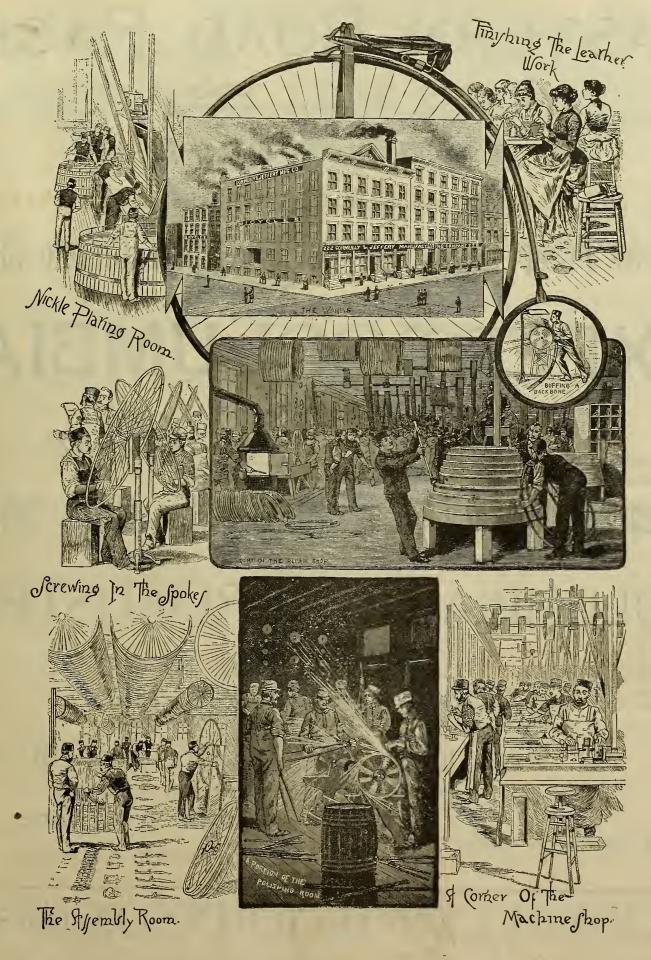
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