

VOL. XIII.—No. 1.]

NEW YORK, SEPTEMBER 30, 1887.

[WHOLE NUMBER, 313.]

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Must ❁ Have ❁ Sundries.

☞ Having realized this fact, we have made a specialty of this department, and now manufacture the Most Complete Line Offered, embracing:

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Saddles,
Lamps,
Oils,
Enamels,
Bells,
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The Oldest and Most Reliable Athletic Furnishers Up-town.

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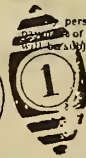
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AND AT
POPULAR PRICES.

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THE STAR.

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

NO.	NAME	25 MILES.	TIME.	NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53	6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57	7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34	8.	S. B. Bowman, E. W.,	STAR,	1.40.20
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49	9.	H. Greenman, I. B. C.,	STAR,	1.43.36
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02				

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.

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

N. Y. SALESROOMS, 115 LIBERTY STREET.

H. B. SMITH MACHINE CO.,
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MANHATTAN WHEEL EXCHANGE.

Second-hand Wheels Sold on Commission.

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CAN YOU BEAT THESE PRICES?

OUR LIST, Sept. 28, 1887.

- No. 2.—56-in. Harv. Plain bearings. Price \$45.
 No. 14.—52-in. Club. Full nickel, ball wheels. Good cond. Price \$65.
 No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Price \$95.
 No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$75.
 No. 25.—Coventry Club Tandem. Side steerer. Good cond. Price \$150.
 No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.
 No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Price \$75.
 No. 40.—52-in. English Excelsior. Price \$45.
 No. 41.—Rudge Rotary Tandem. Balls to wheels. A bargain at \$85.
 No. 44.—46-in. Am. Safety. Hardly ridden. Good as new. Price \$45.
 No. 47.—54-in. Club Racer. Prime cond. Price \$40.
 No. 49.—52-in. Specially built Rudge L. R. Perfect cond. Price \$95.
 No. 50.—52 in. Col. Expert. Enam. Balls all over. Good cond. Big bargain at \$83.
 No. 53.—54-in. Imp Challenge. Full nickel. Balls to wheels. Price \$75.
 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.
 No. 56.—54-in. Rudge. Nickel with enam. wheels. Balls all over. A bargain at \$67.
 No. 57.—50-in. Rudge. Nickel with enam. wheels. Balls to wheels. Price \$55.
 No. 60.—52-in. Stand. Col. Enam., balls to front wheel. Good cond. Price \$56.
 No. 62.—Victor 3-track Tricycle. Bell and lamp. Good as new. Price \$95.
 No. 66.—42-in. Ideal. Prime cond. Price \$30.
 No. 67.—54-in. Exp. Col. Enam. Fine cond. Price \$70.
 No. 68.—3-track Sparkbrook tricycle. Two-speed gearing for hill-climbing. Price \$90.
 No. 69.—53-in. Special Harv. Enam. Dropped bars. Price \$56.
 No. 70.—56-in. Royal Mail. Balls all over. Enamel. Cowhorn bars. Price \$80.
 No. 71.—52-in. Am. Safety. Price \$56.
 No. 73.—54-in. Special Col. Enam. Price \$40.
 No. 76.—46-in. Stand. Col. Price \$30.
 No. 77.—55-in. Coventry Lt. R. Ball bearings. Cowhorn and straight bars. Price \$78.
 No. 80.—55-in. Columbia L. R. Price \$95.
 No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$50.
 No. 84.—54-in. New Rapid. Nickel except wheels. Excel. cycl. Cowhorn bars. Balls all over. Prime cond. Price \$103.
 No. 85.—54-in. Stand. Col. Enamel. Balls to front wheel. Price \$58.
 No. 86.—51-in. Rudge L. R. Enam. with nickel trimmings. Cowhorn bars. T handles. Butcher hub cycl. Rat-trap pedals. Price \$78.
 No. 88.—Am. Safety. Balls. Lamp. Price \$56.
 No. 89.—52-in. Stand. Col. Enam. Lamp and bell. Price \$68.
 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 \$110.
 No. 94.—2-track Col. tricycle. Shop worn. Never used. Good as new. Price \$120.
 No. 95.—3-track Victor tricycle. Price \$80.
 No. 96.—56-in. Expt. Col. '86. Nickel with enamel wheels. But little ridden. Balls all over. Cowhorn bars. Price \$80.

- No. 97.—36-in. Kangaroo. Good, and Price \$50.
 No. 101.—51-in. Am. Star. Enam. Price \$35.
 No. 102.—52-in. Exp. Col. Full nickel. Lamp. Balls all over. Price \$85.
 No. 103.—54-in. New Rapid, '87. Nickered, 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 \$100.
 No. 107.—48-in. Am. Star. Nickel, with enam. wheels. Cowhorn bars. Price \$60.

This Week's Bargains.

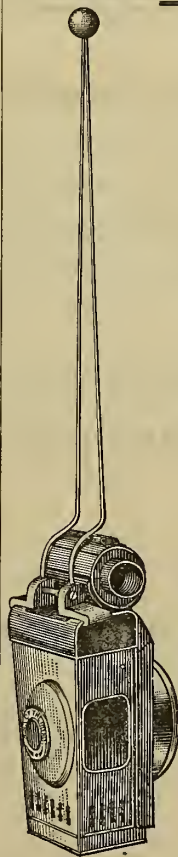
- No. 108.—52 in. Stand. Col. Good cond. Price \$45.
 No. 110.—52 in. Exp. Col. Full nickel. Cowhorn bars. A fine chance at \$90.
 No. 111.—48 in. Col. Expt. Full nickel. Cowhorn bars. Prime cond. Only \$75.
 No. 112.—36 in. Kangaroo Safety. Price \$50.

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

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A weight placed above the axle raises the centre of gravity of the lamp to the point of suspension and counterbalances its tendency to swing.

ADVANTAGES

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It secures a steady light upon the track.

It prevents lamp from going out on rough roads.

It prevents spilling of oil from the cup.

It is ornamental to either nickel or black wheel, weighs less than half-a-pound, and can be attached to any lamp in fifteen seconds.

Ask your dealer for it, or send name of your lamp to

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who will mail a sample, postpaid, for one week's trial, upon receipt of price.

Price \$1.50.

EXCHANGE.—A Duryea Saddle and Spring (never used), cost \$4, for a New York Road Book in good condition. August Kimme, Richfield Spa, N. Y.

FOR SALE.—Humber Racer, 55-inch, good as new, \$35; or in exchange for diamond ring, same value. A. T. Steiner, 104 W. 124th st., New York.

EUREKA HOME TRAINER and Bicycle Stand, adjustable, well made; improved; will keep muscles and cycle in good condition through the winter; price \$7.50. M. A. Woodbury, Bradford, Pa.

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Vests to match for \$2.25 Also, FULL SUITS at Popular Prices.

Send 6 cents for samples of Cloths, rules for Self-Measurement, and other particulars showing how we can make to measure, a pair of The Celebrated Bay State Pants for \$3.

We give excellent value for the money, incredible as it may seem. Satisfaction guaranteed.

We also manufacture Bicycle, Base-Ball, Polo, Lawn Tennis, and all Fancy Garments or Uniforms required by clubs or other organizations. We should be glad to make proposals to those having such orders to fill. Address

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AND

TANDEMS.

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FINISH.—"1" Full nickered. "2" All nickered except rims. "3" Wheels enameled, balance nickered. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

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.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
131	51	Special Star,	\$120.00	\$75.00	4	1	4
132	54	Columbia Expert,	145.00	85.00	1	2	2
142		Col. 2-track Tricycle,	165.00	110.00	4	1	1
146	56	Columbia Expert,	132.50	80.00	4	1	4
149	51	"Special Star,"	135.00	90.00	3	ball	1
154		Col. 2-track Tricycle,	165.00	105.00	4	2	1
157	46	Standard Columbia,	85.00	40.00	5	2	4
167	50	Premier,	110.00	80.00	4	2	1
174	50	Sparkbrook,	135.00	80.00	3	2	2
176	54	University,	135.00	80.00	4	2	1
179		Sp'k'b'k Crippler Tri.	180.00	110.00	4	2	2
180		"Hbr. Tandem,	260.00	220.00	4	2	1
202	50	Challenge	95.00	45.00	3	2	4
207	51	Special Star	130.00	85.00	3	2	2
209		Columbia Safety	140.00	100.00	4	1	1
213	52	British Challenge	135.00	60.00	3	1	4
217	48	Special Star,	120.00	105.00	4	ball	1
220	53	Royal Mail,	140.00	85.00	4	1	2
221	54	New Rapid,	137.50	90.00	4	1	1
229	56	Royal Mail,	140.00	60.00	4	1	2
234	52	Rudge Lt. Rdstr.,	135.00	90.00	4	1	1
235	55	Col. Lt. Roadster,	150.00	100.00	4	1	1
236	56	Columbia Expert,	132.50	60.00	3	1	4
237	48	Columbia Expert,	122.50	70.00	4	2	4
238	46	Special Facile,	123.00	80.00	4	1	1
239	52	Columbia Expert,	127.50	90.00	4	1	4
244	45	Special Pony Star,	107.00	90.00	4	1	1
245	54	Royal Mail,	140.00	95.00	4	1	1
246	52	Columbia Expert,	137.50	90.00	1	1	1
247	54	New Rapid,	150.00	110.00	3	1	1
248	50	Ideal,	80.00	45.00	4	4	1
252	56	British Challenge,	150.00	70.00	1	1	5
256	50	Col. Std.,	100.00	40.00	4	4	4
257	56	Spl. Col.,	130.00	40.00	4	3	5
258	48	Spl. Star,	129.00	90.00	4	1	1
259	52	New Rapid Rdstr.,	147.50	115.00	3	1	1
260	50	Col. Std.,	100.00	28.00	5	4	5
261	52	Mail,	125.00	45.00	4	3	4
262	48	Am. Star,	90.00	60.00	4	4	4
263	55	Rudge Lt. Rdstr.,	138.75	73.00	4	1	4
264	54	Col. Xprt,	130.00	75.00	4	2	4
265	52	Royal Mail,	137.50	75.00	3	1	2
266	55	Sp'dg. Semi-Racer,	140.00	40.00	4	1	4
267	52	Am. Rudge,	112.50	65.00	4	1	4
269	51	Spl. Star,	160.00	90.00	4	1	1
270	56	Racer,	140.00	40.00	4	1	4
271	52	Sans.,	127.50	75.00	4	2	1
272	52	Victor Lt. Rdstr.,	132.50	110.00	4	1	1
273		Sp'dg'd Rdstr ,	75.00	65.00	4	1	1
274	52	Sans. Lt. Rdstr ,	137.50	75.00	4	2	1
275	48	Victor,	127.50	90.00	4	1	2
276	52	Col Xprt.,	137.50	105.00	1	1	1

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FULL LINE

CYCLING ACCESSORIES.

CORRESPONDENCE SOLICITED.

NEW YORK BICYCLE COMPANY,

NEW MANAGEMENT,

38 Park Place, New York

CONSIDER

THESE POINTS BEFORE BUYING A

Bi CYCLE Tri

THE NEW RAPID was the first Bicycle made with a "true tangent wheel." This wheel has been proven incomparably stronger than any other, and though formerly pooh-poohed by the trade its success has led it to be copied by numerous manufacturers in England and on this side by the Pope M'fg Co., the Overman Wheel Co. and others. "Imitation is the sincerest form of flattery."

THE NEW RAPID was the first Bicycle to use a continuous tubular steel detachable handle-bar, which, though readily detachable, cannot possibly work loose. This is warranted.

THE NEW RAPID was the first Bicycle to use a thickened bottomed hollow felloe, brazed on the inside, showing no seam.

THE NEW RAPID was the first Bicycle to use pure black rubber tires—so pure that they would float in water.

THE NEW RAPID has balls all over (including a ball head) made with such accuracy that rear wheels have been known to spin over 15 minutes.

THE NEW RAPID weighs—50-in. Roadster, 40 pounds; 50-in. Light Roadster, 36 pounds—yet, owing to their peculiar construction, are guaranteed the stiffest and strongest wheels on this market.

THE NEW RAPID has hundreds of testimonials, ALL proclaiming it to be the best hill climber and the easiest runner.

THE NEW RAPID, although on the American market for two years, has never known a broken backbone, spoke, handle-bar, back or front fork, or buckled wheel.

THE NEW RAPID is fitted with Pear, T or spade handles; Lilli-bridge, Cobblestone or Kirkpatrick Saddle.

THE NEW RAPID is the highest grade Bicycle ever offered to the American public—is all steel and positively interchangeable—duplicate parts being kept in stock.

THE QUADRANT led the way with the large steering wheel and its success compelled others to follow.

THE QUADRANT led the way with a RIGID steering wheel—a *sine qua non*.

THE QUADRANT led the way in the proper distribution of the rider's weight.

THE QUADRANT led the way with a central geared axle and with a long bridge over the axle.

THE QUADRANT never knew a Stanley head or a steering fork, a bell balance gear or a tip rod, an automatic gear or a stuffing box, a jointed neck or an antivibration spring; nor any such past or passing contrivances.

THE QUADRANT led the way—was original—has served as a model for imitation and continues still the only true principle for a velocipede of three wheels.

THE QUADRANT has done a mile *on the road* in 2 min. 38 sec.—never yet approached. Has won every hill-climbing contest it ever entered—notably the great Weatheroak contest, in which it finished 1st, 2nd and 3rd with Bicycles, Tricycles and Safeties against it. It holds the United States road record 50 to 100 miles, done on a roadster—the 5 miles 1887 championship of England, and has won innumerable contests at home and abroad.

THE QUADRANT is made by a firm who manufacture no other machines but Tricycles—who pay their men by the week (no piece work)—who take pride in the history and traditions of their machines—hence their pre-eminent superiority.

THE QUADRANT is guaranteed, and the machines we import are specially built for American roads—possessing elements of strength to be found in no other machines.

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Agents Wanted in Unoccupied Territory.

SAM'L T. CLARK & CO., Baltimore, Md.,
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New York.

EDITORIAL.

Another English firm of cycle manufacturers is about to offer to the public "an opportunity to share its profits," owing to the retirement of the senior partner. This is the third firm that has issued low-priced shares to the public, viz: the Cunard and Humber Co's., and now the Rudge Company. Retirement of the senior partner, very probably means the withdrawal of the bulk of the capital to place in a more lucrative field. They do say the cycle business was badly cut up in England this year, and that little or no money was made. In connection with Rudge and Co's. new departure, we might state that we understand Messrs. Stoddard, Lovering & Co. will retire from the importation of Rudge wheels after this year.

The *Cyclist* refers to W. A. Rowe's expected—but now postponed—trip to England with the usual Yankeeish sarcasm. The *Cyclist* was "chunk-headed" over those historical Springfield times, and it is again pig-headed over Rowe's abilities. Rowe and Howell will not come together this year, but when "massive Dick" stops the watch at 2:23 2-5 the *Cyclist* will please cable us. Says the *Cyclist*: Mr. W. A. Rowe, of Lynn, will find our professional champion well—and, rapidly training, fit—and, judging from his recent straightforward and sportsmanlike cartels to all and sundry in the public press, we should say that the American champion will have no difficulty in getting a match. True it is that those who know Mr. Rowe assert that he is absolutely the very fastest man that ever existed, or ever will exist; that it is his habit to run the mile in 2m. 25s., as an appetizer before breakfast, and usually encourages the process of digestion by riding twenty-three miles or so between five and six P. M., but still, we fancy, as we said above, that our redoubtable visitor will be accommodated without much 'newspaper talk,' and we shall—perhaps erroneously, but still patriotically—stand the massive 'Dick' whenever and wherever he tackles America's champion in serious earnest."

When Rowe started to train, he was a "pale, flabby, large-boned youth," so our informant tells us. By good feeding—that is, the substitution of good meats, oat-meal, vegetables, etc., for the flapjacks and other indigestible matter on which the ordinary country youth gorges himself—combined with intelligent training, Rowe has reached his present position. He neither drinks, smokes, nor otherwise dissipates, eschews pastry and liquidates with warm weak tea. He knows the weak point of every man on the path, and will "kill" Neilson on the first quarter, and tear out Hendee's "heart" on the home burst. He regards the latter as his most talented opponent; and if George had much heart and sand, Rowe would really fear him. Rowe will not make any record-breaking trials this Fall, except, possibly, a few attempts on the mile, which he has ridden, authoritatively, in 2:23 2-5, standing start. He is truly the "Sullivan" of bicycling, being, in our opinion, many yards superior to any man at present on the path.

The referee of a race meet recently declared a race "off" because the competitors loafed almost the entire distance. His decision was upheld by the Racing Board. There is nothing in the racing rules to direct how a man shall win his race, consequently there is no legal basis for the Board's decision; and on the other hand, it is not logical to direct how a man shall ride his race, since so many incidents must determine in which manner he shall ride. Were we defrauded out of a race by so unjust a decision, we would at once commence suit for the prize.

The appointment of John A. Wells, as Pennsylvania representative, comes up before the Board of Officers, L. A. W., for confirmation. While we feel certain that the Board will never confirm Mr. Wells' appointment, it is not out of place to state that such an appointment would place their past actions in a bad light, and would draw ridicule on the Board. The real remedy lay in expelling Wells from the League at the time of the great fracas, which resulted from the manipulation of himself and his confrere, the late-lamented E. M. A.

"THE WHEEL has gone over to the Henry George party and prates solemnly on the 'system of taxation' and the 'equalization of capital and labor.' Ye gods! what next?"—*Bicycling World*.

This paragraph is true with the slight exceptions that we have not "gone over to the Henry George party" and said nothing about the "equalization of Capital and Labor." It will require but little stretching of the recollective faculties to recall the fact that Mr. Henry George wrote a letter in favor of the "Liberty Bill." The effect may have been little but the intention was good, and it was in reciprocation of Mr. George's kindness that we penned the paragraph we published recently. Our contemporary places us in a false position in committing us to the idea of "equalization of Capital and Labor," when we stated "the equalization of the chances of capital and labor," that is, an adjustment of the relations of these two classes, so that the capitalist might realize on his investment, while the laborer would receive fair wages for his work. Mr. George simply advocates a new system of land taxation and is as worthy of attention as any political economist. Perhaps Mr. Kennedy-Childe will prove to co-Editor Dean that that horrid man George with his "crack-brain" theories is not so far off the line.

Our great metropolitan daily, the New York *Herald*, devoted a page on Friday last to the condition of the pavements of the streets of New York. Every street in the city was examined by a representative of the *Herald*, and the prominent merchants on business thoroughfares were interviewed, all of which was given to the public. The merchants were full of their broken wagons, and the wear and tear on both wagons and live stock caused by the rough cobbles and uneven Belgium blocks. The *Herald* pointed out the economy of smoother pavements, but the writer had not nearly so thorough an understanding of the subject as have many of our prominent cycle road reformers. We would direct the attention of these gentlemen who have the road statistics at their fingers' ends, to the opportunity now afforded them of being heard through so great a journal as the *Herald*, for we feel certain that an additional comprehensive article on "Roads" would be gladly accepted.

We would call the attention of our subscribers and through them, their lady friends who ride, to the "Ladies' North Shore Tricycle Tour," the full details of which we publish in another column. We are asked to cordially invite all ladies and their escorts to participate, and not only those who reside near Boston, but lady riders in any part of the country. The party will proceed slowly and the comfort of all will be the main consideration. The 1886 tour was a great success and will doubtless be as enjoyable this year. Those ladies and gentlemen who attend may feel assured that they will meet on the tour a delightful party, whose acquaintance it will be a pleasure to make.

The *Bicycling World* is congratulating itself over the fact that it was the first paper to announce the fact that Howell was not coming over this year. Well, there may be vast merit and enterprise in announcing that a thing is not going to happen; but we published the essential details of the *Bicycling World's* road race, two week's previous to that paper's first reference to the same, so that perhaps we are still a lap ahead of our esteemed contemporary in the matter of news gathering.

Crist lowered the one mile amateur record to 2:38 1-5 at the Orange Wanderers' races at Roseville on the 17th.—*Wheelmen's Record*.

Although its name is "Record," our Indianapolis contemporary does not even know the mile amateur record of this country. We are fully aware that pointing out the ignorance of fellow pressmen is a despicable form of journalism, but our contemporary suffers from a protracted and acute attack of big head, and we apply this correction as a soothing wet bandage.

AN AUTUMN TOUR.

[Written for THE WHEEL.]

PART II.

We dined at the Delaware House, and in the meantime the sky became overcast, the atmosphere moist, and everything indicated the near approach of rain. The cold northeast wind, that had been blowing all the morning in our faces, increased, and when we resumed the saddle at one o'clock, we found our coats not uncomfortable. Middletown, twenty-two miles away, and the other side of the Shawangunk Mountains, was our destination for the day. For an hour we jogged along the fine, and comparatively level, shale road, closely following the canal, up the valley, until Cuddebackville was reached, nine miles from Port Jervis. Here we turned to the right, and quickly crossing the valley, arrived at the foot of the mountain. A tramp of about two and a quarter miles brought us to the topmost summit, where we found a cool stream known as the Peddler's Spring.

When we turned to cross the valley, we could see a microscopic railroad train creeping along a ledge of rock, perched way up against what seemed to be the highest mountain near us. It was on the right of the valley, straight ahead of us, and running parallel with the mountain side. But when we had climbed up abreast of it, and on its own level, mountains were towering high above on every hand. Still it seemed a long way up, in that waste and lonely wilderness of trees and rock. As we strolled on, climbing higher and higher, neighboring peaks came into view, and lofty prominence which had been hidden before. On reaching one of the summits, we turned and looked for the valley. How exquisitely green and beautiful it was, away down below us, the little village on the other side, apparently an inconspicuous lot of toy houses, and the narrow river winding like a silver thread toward the south. The distance was not great enough to obliterate details, it only made them little and mellow and dainty, like landscapes seen through the wrong end of a spy-glass. After a while the road led along a railed precipice, and looking over, we saw some distance beneath us now, the railroad that before had been so far above us; and to the left, way up, clinging to the sides of one of the tallest and most precipitous cliffs, like flies, were busy throngs of workmen, blasting away the mountain side, despoiling nature and the Sabbath at the same time.

The topmost summit was now reached, and after a refreshing draught at the Peddler's Spring, a sharp coast brought us into the village of Otisville, where a turn was made to the right, and a fair road, mostly down grade, brought us to the village of Mt. Hope.

The road was now quite smooth, except for an occasional repair, and led up and over, and down a continual succession of hills. When we reached the tops we went whizzing down the other side in utter recklessness, with nobody in a position to tell whether we were bound to destruction or an undeserved safety. Toward evening we toiled to the summit of a long hill, and in the valley beyond we saw the pretty village of Middletown, our resting place for the night, while the extensive and imposing buildings of the State Homœopathic Asylum were conspicuously situated upon a prominence to the left.

A short run brought us into the town, and to our hotel, the Russell House, which we wish particularly to recommend to all future tourists in this region. Care should be taken not to confound it with the Hotel Russell, which is quite a different establishment. As we arrived at the hotel we met a fellow tourist, Mr. Robert Thorne, of Garden City, about to start for Port Jervis over practically the same route we had just come. We had ridden leisurely, occupying nearly five hours in the journey, but it would be a brave ride over those hills and mountains in less than three, and the hour of our arrival being past five o'clock, we convinced him of the impossibility of reaching his desti-

nation ere nightfall, and persuaded him to pass the evening with us. Later we had the pleasure of a call from Mr. H. C. Ogden, a resident wheelman, to whom we were much indebted for the satisfactory arrangement made for our comfort at the hotel.

When we retired that night the rain was beating a lively tattoo against the window panes, and when we came down to breakfast at eight A. M. the outlook was most disheartening, and the excellent roads of the day previous were now a sea of mud. After a consultation it was decided that in order to keep up with our schedule, we omit the ride up the Walkill Valley, and take the train to Newburgh and boat to Poughkeepsie; which programme was carried out, the journey being uneventful except that we were delayed at Greycourt by a smash up, caused by a collision between an express and milk train an hour previous. Things were knocked upside down generally, but fortunately no one was seriously injured, and we were treated to all the excitement incidental to a first class railroad disaster without being unwilling participants. We arrived at the Morgan House, Poughkeepsie, at half past one in the afternoon, saw as much of the town as we could between showers, and visited the rooms of the Ariel and Poughkeepsie clubs. The following morning the rain had ceased, but the weather showed no signs of clearing, so we decided to take our chances and endeavor to reach Highland Mills, if possible, through the mud. The whole distance from Poughkeepsie to Highland Mills is, in good weather, most enjoyable riding, and one can hardly realize the change a day of hard rain will make in the roads unless he has been unfortunate enough to try them in their wet condition. To cut a long story short, we started at nine-thirty and skated through such mud as we did not stick fast in, to Newburgh, where we had dinner and waded on to Highland Mills, arriving at 6 P. M., tired and hungry. The Highland Mills Hotel does not boast of much in appearance, being a quiet, unassuming, little country inn, but good cheer, good food, good beds and cleanliness are to be found under its roof. A nice hot supper had been prepared for us, and after an invigorating sponge bath and a hearty meal we felt none the worse for the thirty-two miles of mud travelled that day.

With the morning came the sun in all its glory, and its appearance was a joyous sight for us. We spent two hours removing the accumulations of mud from our wheels, then climbed the mountains and explored till dinner time, deferring our start until the afternoon, that the roads might receive the benefit of the morning sunshine. Mounting at two o'clock, we wheeled down the valley, past the old, deserted, Greenwood Furnace, and the grand entrance of Tuxedo Park to Sloatsburgh. The Ramapo Valley is not to be despised, either for surface of road or for scenery. Even the famous Delaware does not eclipse it much. The latter may be more grand, but it is not more beautiful. The ride down the valley, in the early morn with the radiant light of the rising sun bursting over the hill-tops; or in the soft gloaming with the spectacle of the dying lights of day playing about the crests and pinnacles of the still and solemn hills, and the noisy, rushing river tumbling on its way to the sea, are contrast and text for talk. There are no sounds but the sighing of the trees, and the merry ripple of the stream, save the occasional rumble of the train as it rushes through the valley below. "The spirit of the place is a sense of deep, pervading peace, so calm and beautiful that one might dream his life away there and not miss it, or mind it much when it was gone."

At Sloatsburgh we turned due west and crossed the hills, via Ringwood and Hewitt to Greenwood Lake, expecting to find the toughest of hills and mountain roads; but instead, the roads proved good, in many places excellent, and the hills not over severe, and many bits of charming scenery rewarded an occasional dismount. We arrived at the lake just as the last streak of daylight was fading from the hilltops; a heavy mist or fog had settled on the water and on their neighboring fields, and as we rode through it, it wet us like a heavy dew, making our clothing damp and most uncomfortable. We put up at Cooper's, formerly Brown's, an old, and once most popular place, but as we approached, and noted the neglected look of everything about, we did not hope for much in the way of accommodation, and were therefore not disappointed. After the manner in which we had been treated all along our route, the accommodations here were wretched in comparison, though I doubt if many a tourist at the backwood's country inn fares as well. The landlord was inclined to be obliging, the table was supplied with a plenty of what there was, and the beds would

have been quite comfortable had it not been for the permanent occupants.

Greenwood Lake was a disappointment. Perhaps we had expected too much, for it is in truth very pretty, and no doubt all the beautiful things written about it fail to do it justice; but, in contrast to what we had seen, and what we expected, it was tame and disappointing, so, instead of loitering, nine o'clock the next morning saw us in the saddle, wheeling down the valley to Newfoundland, nine miles away—where, according to schedule, we should have passed the previous night at J. P. Brown's well known hotel, had we not delayed all the forenoon previous at Highland Mills. After dinner at Newfoundland our route lay down the Longwood Valley via Pettersburgh, Upper and Lower Longwood, and then over the mountains via Rockaway to Morristown, our resting place for the night.

Here in this Longwood Valley, not more than fifty miles in a straight line from New York, and less than thirty miles in wheeling distance from Orange, was the wildest, most rugged, and as pretty scenery as any on the trip, and the exceeding sense of satisfaction that follows a good dinner added largely to our enjoyment of it. The valley is narrow, hardly a mile in width, with the Green Pond and Bowling Green Mountains on either side, a small stream, the Rockaway River, I believe, winding its way down the middle, closely following the road. The mountains were of never ceasing beauty. Sometimes they rose up from the valley almost perpendicularly and towered aloft, overshadowing it in a most impressive way. They were not barren and repulsive, but clothed in green with here and there just enough of the rocky cliff exposed to make them weird, yet restful and pleasant to the eye. We wheeled through this beautiful valley, among these classical green walls and rocky boulders, enjoying new delights at every turn, as the panorama unfolded itself before us and re-rolled and hid itself behind us.

When we left the valley below Lower Longwood we had to toil for a mile up the steep mountain side and ride down with care to the valley beyond, whence the road, smooth and level, led across the Government property, and then up and over the hills to Mt. Hope and Rockaway. As we approached the latter place, in descending a steep and stony hill, one of the party fell with a crash. We were in distress for a moment, but investigation showed the injury to be only a bruised knee, which, though painful, would not much retard our progress. The road now became more sandy, though the riding was fair, until we reached Den-ville, where we made a sharp turn to the right and wheeled quickly down the valley, over better roads, to Morristown, arriving at a quarter before six.

Unable to obtain accommodations at the Park House, we sought refuge at the Mansion, where, though the hotel and its surroundings are most sumptuous, and our rooms exceedingly elegant and well appointed, the waiters seemed to experience great difficulty in persuading the cook to supply us with anything to eat. I think the Crazy Poet's epitome on Grace Church, slightly transposed and rearranged, would describe the situation exactly, and would read:

"The Mansion House is a grand old pile
Where quality starve to death in style."

The next morning saw us astir early, and at eight thirty we were en route for Somerville, via Bernardsville, Bedminster and Pluckamin. The hotel clerk at Morristown assured us that we would find the roads to Somerville very hilly and rather poor. The result was as usual. Nearly a week of steady hill work had toughened us up to a considerable degree, and we thought the hills of that morning tolerably decent, in fact the most moderate of our touring experience. As to the roads, they were of clay or shale, somewhat rutted in spots from the recent rain, but good, and after a dry spell would have been well nigh perfect. As we left the town the road led along the hillside, overlooking a pretty valley to the left, then it descended to the valley, crossed a small stream, and continued over the foothills to Bernardsville. Cultivated fields and velvety pasture land, with a background of hills and fringe of foliage, formed the landscape, while substantial stone houses, barns and mills at frequent intervals, indicated a thrifty and well-to-do neighborhood. Occasional stretches of a mile or so, here and there, were as level and smooth as possible, and on these we made up much of the time lost by frequent foraging expeditions to the neighboring orchards. We arrived at Somerville, twenty-two miles from Morristown, at half-past eleven, and were soon registered at the County House Hotel, where we had been often

before, and where we knew we should obtain as comfortable, if not as elegant, apartments as at Morristown, together with that boon to all cyclers, especially tourists, a good and substantial table. At dinner we made up for the privations of the evening previous, and in the afternoon took a spin around the famous Somerville circuit.

Somerville is situated in the midst of the red-shale country, and, as a natural consequence, the roads in every direction are most excellent. They are, however, bad when wet, and always dusty when in their best condition. The circuit embraces seventeen miles of as fine wheeling as one could wish for, with just enough hill work to make pleasant coasting. As for scenery, it does not matter much about that, as we seldom have time to look for it on this ride; in fact, it is just the place for a nice little "scorch," and as the "Chief Kicker" had ruled the pace for a week, we decided to make him kick his pedal extremities to a lively degree that afternoon, and we succeeded.

Our tour was now drawing to a close. The morrow would see us home again; and as a souvenir of the many happy hours passed together, we repaired to the local photographer and had a picture taken with wheels and touring rig complete.

The remainder of our ride requires nothing but a passing word. From Somerville the broad turn-pike leads straight to Bound Brook, whence we took the delightful ride along the river to New Brunswick, thence to Perth Amboy, where we had one of those excellent dinners supplied by friend Tice, of the Hotel Central. Taking the two o'clock boat to Tottenville, we wheeled across Staten Island to the New York ferry, where we arrived at four P. M.

Touring is a pleasure not unalloyed by hard work, but there is an invigorating and indescribable charm about it that cannot be explained unless felt; a strange, deep, nameless influence, which once felt cannot be forgotten, leaving always behind it a longing to feel it again. With a beautiful day, agreeable companions, and such endless pictures of pretty lakes, green hills and valleys, and majestic mountains, as I have but poorly attempted to describe, who would not be at peace with all the world, and feel repaid for any little poorness of the roadway that was occasionally met with.

To those who may find interest in reading this poor description of the pleasures we enjoyed, and who have yet to feel for themselves the delightful experience of touring, we hope that as they tarry by the roadside to view some charming landscape, rob some neighboring orchard, or quaff the sparkling waters of some gushing spring, their experience may be as happy as was ours, and that the consummation of their journey may find them as thoroughly contented as were we four Brooklynites with our Autumn tour of '87.

September 24, '87.

BON.

HARLEM WHEELMEN NOTES.

J. W. Powers, Jr., Harlem Wheelmen, will soon try to ride a mile inside of 2:40 at Roseville. If he is successful, at least two of his fellow club-mates will dine on "a glass of water and tooth picks" for at least six months, while two others will live sumptuously.

F. L. Bingham, H. W., is working indefatigably on the proposed Bowling Club scheme, and he should receive support from one and all. A meeting of delegates is to be held at the Harlem Wheelmen's club house, 102 and 104 West 124th street, Friday evening, in order to arrange for a tournament.

Look out for a good bicycle race at the games of the New York A. C., October 1. With such entries as Harris, Hall, Gibson, Halstead, Parker, Steiner, etc., an exciting finish and good time should be looked for. Ladies accompanied by a gentleman admitted free.

Phil Fontaine and E. I. Halstead rode to Greenwich, Conn., last Sunday, and after dinner returned to the city. Total mileage, sixty-six. Some parts of the road were very sandy and made riding very uncertain, but these old "vets" always go through everything; therefore, no serious mishaps were recorded.

Mrs. Dr. Marshall, of the Harlem Wheelmen, has probably the best record of any woman in this vicinity for mileage. Mrs. Marshall "took to the wheel" about a year ago, and at that time was quite an invalid. But since the first of the year she has ridden daily, and covered about 1,300 or 1,400 miles. To this exercise Mrs. Marshall attributes her freedom from former ailments.

HAL.

WHEEL GOSSIP.

Hartford cleared \$627 on its race meet.

Ottawa, Kansas, had a race meet on the 29th.

A. Kennedy-Childe was in New York on Tuesday.

Dingley has lowered the 100 mile track record to 5h. 38m.

The wheelmen of Olathe, Kansas, are organizing a club.

Bay City, Michigan, will have a race meet on October 5th.

E. P. Baird, of the Orange Wanderers, is down from Montreal on a ten days' visit.

Mr. and Mrs. Elliott Mason will ride on the Ladies' North Shore tricycle tour.

The *Bicycling News* thinks Furnivall capable of 2:20 for a mile, with proper preparation.

R. H. Ehlerst of Chicago, and P. J. Berlo of Boston, will show championship form next year.

There are 22,000 Columbias in use. More Columbia tandems were sold this year than ever before.

The Atlanta Wheelmen, of Newark, "house-warmed" at their club rooms on Thursday night from 8 to 10.

An eighteen and one half pounds rear-driving Safety has been turned out by Messrs. Pausey & Co., English makers.

The *Bi. World* wants a checker at Dunkirk, N. Y., for its road race. Perhaps Dr. George E. Blackham will oblige.

It is rumored that some of the "teams" may not start in the B.-C. road-race because the men want "big inducements."

The English papers enthusiastically announce Rowe's intended visit. They will, no doubt, regret the change of programme.

The Elizabeth Wheelmen will hold its ten mile road race on October 8th. The placed men will represent the club in the Inter-Club contest.

A subject for Darrow's pencil: G. Lacy Hillier sprinkling pepper and salt on Karl Kron's unfortunate book, previous to his mastication thereof.

We are given to understand—and we are pleased to learn it—that our cycling manufacturers held their own this year, the output being very large.

The employees of the Pope Mfg. Co. in Boston are about to start a minstrel company. Doubtless a favorite air will be: "Columbia, the gem of the," etc.

The cycling press is improving. *The Owl* has once more returned to his cosy sky-parlor and is quill-driving with all the vivacity and veracity of yore.

The firm of Bartlett & Macdonald has been dissolved. Mr. W. F. Bartlett continues in business at the old stand, 125th St. and 6th ave., New York City.

Mr. C. H. Koyle, of the Capital Club, is riding over the country, both by train and wheel, placing his newly patented lamp controller. Mr. Koyle is a scientific man, and enthusiastic wheelman.

W. A. Rowe is to be married in about a month to a pretty and petite young lady of Lynn. Everybody will certainly wish the good-natured boy the fullest measure of connubial happiness.

Wheelmen are curious to know the reason of Mr. T. Lambert's visit to this country. Mr. Lambert is of the firm of Humber & Co., and it is supposed he is attempting to establish a large Humber agency in this country.

The following firms have announced their intention of entering teams in the Boston-Chicago road race: Pope Manufacturing Co., Overman Wheel Co., The Gormully and Jeffery Manufacturing Co., and the Springfield Bicycle Co.

New York Representatives L. A. W. newly appointed: Harry L. Drullard, Buffalo; A. M. Dickinson, New York; W. J. Gilfillan, Brooklyn; George A. Spicer, West Troy; Jacob W. Clute, Schenectady.

And now cometh the annual tidal wave of poetry, about the sadness of giving one's wheel a bath of vaseline, and laying it away in the woodshed; and how the club members gather round the stove and listen to the Klub Lyre's tales of derring-do.

W. E. Crist tells us he made no announcement at the Orange Wanderers' Meet of any intention to beat record. In fact, he was unwell on the morning of the races, and was actually surprised at the fast time he made in the scratch mile event.

All honor to Joseph B. Perkins, of Cleveland, O. His idea of city improvement is a broad, smooth boulevard, to circle the entire city; also a drive along Lake Erie. Towards the last, he will contribute a mile and a half of his property along the lake. Bravo, Joseph!

LONDON, September 24.—A race for the fifty-mile bicycle championship took place at Leicester to-day. Howell retired at the end of the tenth mile and Woodside's machine broke while he was leading in the forty-third mile. The race was won by Dubois, a Frenchman.—*Cable*.

The *Bicycling News* of September 17th bristles with lies and ignorance of affairs American. We are told that the smart Yankees have run a twenty mile road race parallel to a railroad, and used a train as a movable grand stand; also that Rowe is employed by the Columbia Bicycle Company.

"Rambler," in the *Kansas City Journal*, is engaged in a laudable effort to combine the two clubs of that city. There is enough material in both clubs to make a live cycling organization, but at present the Kansas City Wheelmen and the Outing Cyclist lead a little more than vegetable existence.

The Brooklyn Bicycle Club will hold their annual one mile championship and novice races at the track of the Queen's Athletic Association, Saturday, October 1st, at 3 P. M. Other events, open to all, will occur at the same time. The track is three minutes' walk from the depot at Queen's.

We notice the Irvings have placed one of their Quadrant Tandems No. 15 on the road, and it can now be seen spinning along through the Park almost any fine day. Alongside of most the other big machines the Quadrant looks a beauty. It seems to run with the boys as though they were pedalling on a board floor.

Our good friend Bon finishes his autumn tour this week. Bon is a true prose poet, and if his charming descriptions of mountain and waterfall, lake and river, the glint of sunrise and the lengthening shadows of the gloaming time have not inspired some of our readers with a fancy for an autumnal wheel, they are dull; spiritless; not properly organized.

The New York A. C. games take place on Saturday at 2:30 P. M. The grounds are at Mott Haven, and can be reached by the N. Y. Central, or by the "L" road to 145th street, where boats will convey visitors across the river, landing them at the grounds. There is a cycle event. This club conducts high class amateur athletic meetings, and is worthy of patronage.

The Albany Club made \$300 on its meet. It treated the New York contingent with a rare share of hospitality, sending them down to the boat in a barouche, with a retinue of wheelmen. Such a club may always be sure of the attendance of the racing men at least. The competitors are as important to a race meet as are actors to a performance; some managers seem to forget this.

The Overman Wheel Company will branch out next season and manufacture their own wheels. They have recently purchased a fine brick building at Chicopee Falls, having a floor space of 20,000 feet. The many friends of this enterprising concern will congratulate them on this new evidence of thrift and prosperity, and wish them a continuance of their great success.—*Bicycling World*.

The last act in the drama of "D. Rogers & Co." occurred on last Monday, when their goods and chattels were sold at auction. Among the effects were two German racing wheels—54 and 56 inches—which were bought up by the publisher of this paper, and which will be disposed of at low figures. Another item we bought up was a photograph of these precious scoundrels, which we shall treasure.

The Bloomfield Cyclers, Elizabeth, Passaic, and Montclair Wheelmen, and the Orange Wanderers held a run to Fort Wadsworth on Tuesday, to witness the yacht race. The start was made at 7 A. M. from Bloomfield. The party rode to Elizabeth, took train to Bergen Point, ferried to Mariners' Harbor, and wheeled thence to Fort Wadsworth, from which a fine view of the race could be obtained.

Bookmaster Barkman is preparing some elaborate road maps of New York State and sections of adjoining States, which he contemplates being able to publish in the early part of next season. He is constantly increasing his already extensive collection of maps and road information, and what he does not know about the topography and roads of the Eastern States is not much that would interest the cyclist.

The following teams will be started in the *Bicycling World's* Thousand Mile Road Race: Pope Manufacturing Co., Hollingsworth and Crocker; Overman Wheel Co., Neilson and Rhodes; The Gormully and Jeffery Manufacturing Co., Whittaker, Munger, Dingley and Knapp; Springfield Bicycle Co., Midgley and Worden. There are also a number of Star riders hovering around ready for an engagement.

Time, 11 A. M. Place, Pope Manufacturing Co.'s office. Personages, Rowe, Hollingsworth and Crocker. Enter trio into inner sanctum of Colonel Pope Chorus by Trio: "Colonel, we want \$500 each to start in the Boston-Chicago Road Race, and \$500 more if we win." Colonel, who is not to be bluffed: "Rowe, you go home and make shoes; Crocker, you go back and lay brick; Hollingsworth, you go back to the farm." Trio retreat disgusted.

The smoker of the Missouri Club on Thursday evening last was a great success. Invitations were sent to the Eurota and Cycle Clubs, but only the latter was represented. There was a happy address from President Lucas of the visitors, a grand smoke all around, refreshments of coffee, sandwiches, etc., sparring bouts and stag dancing to the music of a specially provided orchestra. The affair was voted by all to be an "era" in local cycling and the white bird has a firmer grip on the perch.—*Post Dispatch*.

THE LATEST FAD, THE "CALLICYCLE."—One B. P. Hatch, a St. Joe wheelman, is about to patent a "unique and useful" article. He calls it a "callicycle," and it consists of a type-writer attached to a bicycle, whereby one is enabled to jot down notes, etc. while a wheel. In our humble opinion, this is a sinful waste of whatever inventive faculty Mr. Barely Probably Hatch may have been gifted with. Notes taken in this way would undoubtedly consist of accounts of headers taken while trying to operate the calligraph.

THE GOLD BAND FIEND RIVALLED.—"We have frequently published references to the gaudy attire affected by a class of wheelmen, but the following idea of a uniform, we think, 'caps the climax.' It was seen at Margate on the day of the regatta. Old gold plush breeches, flannel shirt, scarlet and yellow striped necktie, maroon blazer, and blue cricketer cap. The wearer of this tasty outfit was the owner, or, rather, rider of a Facile, and created intense feelings of admiration amongst the big crowd on the Marine Drive. It is almost unnecessary to add that the nobleman in question wore the badge of the club with 22,000 members. Whether he was a butcher, a baronet, or a learned divine has not been ascertained."—*Wheeling*.

ENGLISH AMATEUR RECORD.—F. J. Osmond beat record from three to ten miles at Crystal Palace on September 9th:

	PREVIOUS BEST.	HOLDER.
	M. S.	M. S.
1 mile, 2 42½		
2 " 5 26½		
3 " 8 14½	8 20½	H. A. Speechly
4 " 11 5½	11 24	G. L. Hillier
5 " 13 55	14 18	"
6 " 16 40½	17 33½	R. H. English
7 " 19 33½	20 30	"
8 " 22 26	23 28½	"
9 " 25 16½	26 22	"
10 " 28 4½	29 19½	"

Morgan has been making a breeze in his native country, Wales. At Swansea, he won a fifty-miles race, and he and Temple, who gave an exhibition of trick riding, drove off the grounds amid cheers. In the evening, the "Senator" was presented with a gold medal by admirers and friends, at the Star Theatre. Morgan mounted the stage, was presented with the token and replied in a happy vein, of course. Temple, whom Morgan called upon for a speech, also mounted the "boards" and orated. He referred humorously to the fair sex of Wales, "placing them in point of beauty even above their American cousins. In whose favor he might be supposed to be prepossessed." Can it be that Morgan has introduced Temple to the Blarney Stone, with which it is supposed Morgan has many times performed the act of osculation?

LADIES' NORTH SHORE TRICYCLE TOUR.

The third tour is intended to contain all details as found necessary in previous runs. The affair is purely fraternal and for mutual enjoyment. No trade intervention will be permitted in any way, and those who have participated in former tours will, we think, unite in favor of the *Annual Ladies' Tour*. The opportunity to become acquainted with various riders, their machines and methods of management under varying circumstances as well as the keen enjoyment to be found in the continued outing in the cool of the Indian Summer, threading the enjoyable roads, and surrounded by the grand and beautiful scenery of the North Shore, is something no lady rider should allow to pass unheeded.

Ladies are invited either on singles or tandems, but their special attention is called to the advantage obtained by the latter wheel in touring, and they are urged, to adopt the double machine wherever possible.

Ladies of course should be escorted by gentlemen if conveniently possible, but the latter must be mounted on tricycles, as it is intended that no bicycles shall participate.

Gentlemen unaccompanied by ladies not allowed as regular participants in this tour. Such are welcome for short stages, but it is impossible to provide for them in the regular arrangement.

A baggage wagon will accompany the entire tour, with accommodation for baggage (not over 30 pounds to each member) and one or two extra wheels; also arrangements for making temporary repairs. This with other necessary expenses will necessitate a subscription on the part of intended participants as herein provided:—Subscriptions \$3 each for all participating—which amount will be expended in providing team, extra wheels, temporary repairs, expense of circulars, etc., appertaining to the tour. These funds will be accounted for and any unexpended balance will be returned pro rata.

The subscription will include only outside expenses, and each person will pay his or her own bills for hotel accommodation as we go along. Expenses, as based on previous experience, will not exceed \$2.50 to \$3 per day for each person.

Applications for membership in the tour are to be made to the Tourmaster direct, and must be accompanied by the subscription fee of \$3 for each person. The size of the party may be limited by the accommodations to be had, and in this case, applications will be considered in their order of receipt.

The route and dates given below are subject to variation as may develop when final arrangements are made, but no radical changes are expected. A final circular will be issued to those who are to participate in the tour, as early as possible, giving further instructions.

PROGRAMME.

FIRST DAY, THURSDAY, OCT. 6.—Leave Malden Square at 9:30 A. M., ride to Salem (11½ miles), dinner at Essex House at 12 M. Leave Salem at 1:30, and ride to Gloucester (15½ miles), supper and lodging at Pavilion. Ride of first day twenty-seven miles.

SECOND DAY, FRIDAY, OCT. 7.—Start at 9 A. M. Gloucester to Gloucester, around Cape Ann. The whole day will be given to this trip and a picnic lunch will be served on the rocks at Pigeon Cove. Six o'clock dinner and lodging at Pavilion. Ride of second day, 17 miles.

THIRD DAY, SATURDAY, OCT. 8.—Start at 9 A. M. Ride to Magnolia (4¼ miles) and visit Rafe's Chasm, Norman's Woe, etc. Dinner at Willow Cottage. Start at 2 P. M. and ride to Salem (13½ miles). Supper and lodging at Essex House. Ride of third day 17½ miles.

FOURTH DAY, SUNDAY, OCT. 9.—Leave Essex House at 9 A. M. Ride to Marblehead Neck and to Nahant, stopping a short time at each place. Dinner at Nahant, 12 M. The homeward run to suit the pleasure of the party. Ride of fourth day (to Nahant), 10 miles.

For further particulars, address any member of the committee or the tourmaster. Committee: Mrs. and Mr. W. W. Stall, 509 Tremont street, Boston; Mrs. and Mr. Abbott Bassett, 22 School street, Boston; Mrs. and Mr. Chas. Hopkins, 39 Cornhill street, Boston.

W. W. STALL, Tourmaster.

Boston, Sept. 21st, 1887.

The Judd Mfg. Co. supply heavy woolen shirts and jerseys at reasonable prices; just the thing for these chilly days.

ALBANY WHEELMEN'S ANNUAL RACE MEET.

The Albany Wheelmen held a most successful race meet at Ridgfield Park, on Wednesday, September 21. There was a large crowd present, the races were well contested and a band enlivened things generally. The officers of the day were:

Referee, William M. Thiesen, Captain Troy Bicycle Club; Judges, Joshua Reynolds, Columbia County Wheelmen, Stockport, N. Y.; Arthur D. Grant, Buffalo Bicycle Club, Buffalo, N. Y.; and E. H. Kennedy, President Berkshire County Wheelmen, Pittsfield, Mass.; Timers, Charles E. Betts, President Trojan Wheelmen, Troy, N. Y.; Richard C. Marshall, Secretary Trojan Wheelmen, E. D. Mix, S. Schreiber; Starter, William J. Wylie, Trojan Wheelmen; Clerk of the Course, N. Howard Wendell, Albany Wheelmen; Scorer, Elmer M. Irving, Albany Wheelmen; Umpires, Clement V. Palmer and Thomas H. Clemshire, Albany Wheelmen. The committee of arrangements comprised Henry Gallien, Chairman; N. Howard Wendell, Jos. L. Adrien, E. E. Irving, Philip De Wilde, James Bradley.

SUMMARY OF EVENTS.

ONE MILE NOVICES.—C. L. Sterling, Poughkeepsie, 3:12 1-2; J. P. Lennon, 3:13; C. E. Lansing, 3d. There were nine other starters.

THREE MILES HANDICAP.—H. L. Burdick, 200 yds., Albany, 8:47 3-4; H. J. Hall, Jr., Brooklyn, 225 yds., 8:48; A. F. Edmans, Troy, 200 yds., 8:48 3-4; T. W. Roberts, Poughkeepsie, 275 yds., 0; W. E. Crist, Washington, scratch, 0; Crist rode for a mile and a half at a great pace, but feeling that he was over-handicapped withdrew. The men placed themselves as above on the home stretch spurt.

ONE-LEGGED RACE; ONE-THIRD OF A MILE.—C. A. Stenken, Jersey City, 1:09 1-2; Richard Robe, 1:13 1-2; six others started.

ONE MILE, STAR WHEELS.—C. A. Stenken, 2:55; H. J. Hall, Jr., by 100 yards; P. S. Cobb, 3d; E. E. Irving, 0.

ONE MILE, N. Y. STATE CHAMPIONSHIP.—H. L. Burdick, 3:26¾; A. F. Edmans, Troy, 3:28; T. W. Roberts, 0; H. J. Hall, Jr., 0. All four waited until the last lap, when Hall spurted ahead. On the homestretch, Hall was passed by the others.

ONE MILE TRICYCLE OPEN.—W. E. Crist, 3:26; H. J. Hall, 3:26½; Richard Robe, 3d. The first two had no difficulty in placing themselves.

FIVE MILES CHAMPIONSHIP, ALBANY AND RENSSELAER COUNTIES.—H. L. Burdick, 16:58; A. F. Edmans, 16:58¾. The men led alternately at each lap, riding a strong, steady pace. On the last lap Burdick went to the front and won as above.

ONE MILE RIDE AND RUN.—H. J. Hall, Jr., 4:30½; M. C. Fuhrman, Albany, 2d; W. E. Crist stopped at half mile. Hall won easily.

TWO MILES HANDICAP.—R. Robe, 500 yards, 5:46½; C. E. Lansing, 500 yards, 2d by a foot; F. K. Wood, 375 yards, 3d; H. L. Burdick, scratch, stopped at one mile. Robe was never headed. Lansing and Wood had a sharp contest near the tape, Lansing winning second place by a foot.

ONE MILE, BOYS UNDER SIXTEEN.—E. L. Simpson, 3:32½; S. W. Van Slyke, 3:35; H. B. Palmer, 3:35¼.

ONE MILE CONSOLATION.—W. F. Kiernan, 3:21½; H. M. Hudson, 2d by five yards.

HUNDRED MILE TRACK RECORD.

F. E. DINGLEY RIDES IN 5 HOURS, 38 MINUTES AT LYNN.

A 100 mile bicycle race between Frank E. Dingley, of Minneapolis, and W. F. Knapp, of Denver, was held on the Lynn track on Thursday, September 22d. The race after the first ten miles resolved itself in a contest with the scythe-bearers.

At ten miles, Knapp dropped out and Dingley set out at a great pace after the hundred mile record. The start was made at 11:35, the wind being very strong at that time. After the tenth mile, when Knapp dropped out, Munger came on and paced Dingley for ten miles. White also paced him from 21 to 36 miles, and Knapp from 36 to 51. From here to the finish, the record breaker was paced by the members of his team.

Dingley was perfectly fresh at the finish, and

walked jauntily to his dressing room, saying that if any one lowered his record, he would get out the day after, and make a new one. During the ride, there were a number of prominent wheelmen present, so that the times made are beyond cavil.

The officials, who, by the way, were served with dinner on the track, were as follows: Referee, W. A. Rowe; Judges, T. A. Carroll, W. F. Allen and Ed. Bergholtz; Scorers and Timers, C. E. Whitten, Asa Windle and A. A. McCurdy; Starter, Charles P. Daniels.

Dingley surpassed the following records:

American professional from 51 to 100 miles, being 3m. 22 1-5s. ahead at the 50 miles and 21m. 21½s. better than Ives 100 mile record made at Springfield last year. American amateur records from 26 miles to 100 miles being 1m. 40 2-5s. ahead at the 26th mile and 46m. 45 4-5s. ahead at the 100 miles.

Dingley also beat the English amateur records from 51 to 100 miles and the English professional record from 26 to 100 miles. The times from 51 to 100 miles are world's records.

The times were as follows:

MILES.	H.	M.	S.	MILES.	H.	M.	S.
1.....	3	4		51.....	2	45	58 1-5
2.....	6	18		52.....	2	49	17 4-5
3.....	9	33		53.....	2	52	50
4.....	12	43		54.....	2	56	14 3-5
5.....	15	54		55.....	2	59	35 3-5
6.....	19	1 2-5		56.....	3	2	59 2-5
7.....	22	10 3-5		57.....	3	6	26 2-5
8.....	25	23 3-5		58.....	3	9	57 2-5
9.....	28	38 2-5		59.....	3	13	21 2-5
10.....	31	52 2-5		60.....	3	16	42 1-5
11.....	35	3 2-5		61.....	3	20	9
12.....	38	18 3-5		62.....	3	23	46 2-5
13.....	41	31		63.....	3	27	21 2-5
14.....	44	41 4-5		64.....	3	30	48
15.....	47	49		65.....	3	34	13
16.....	50	50 3-5		66.....	3	37	47
17.....	54	5 1-5		67.....	3	41	33 2-5
18.....	57	14 1-5		68.....	3	45	11 4-5
19.....	1	0 27 3-5		69.....	3	48	41 3-5
20.....	1	3 43 2-5		70.....	3	52	14
21.....	1	6 53 2-5		71.....	3	56	1
22.....	1	10 8 4-5		72.....	3	59	29 4-5
23.....	1	13 22		73.....	4	3	3 2-5
24.....	1	16 34 4-5		74.....	4	6	31 1-5
25.....	1	19 53 2-5		75.....	4	10	15 1-5
26.....	1	23 15 3-5		76.....	4	13	49 3 5
27.....	1	26 38		77.....	4	17	21
28.....	1	29 58		78.....	4	20	55 4-5
29.....	1	33 15 1-5		79.....	4	24	27 3-5
30.....	1	36 31 4 5		80.....	4	28	1 4-5
31.....	1	39 47 1-5		81.....	4	31	33 1-5
32.....	1	43 2 4 5		82.....	4	35	4 2-5
33.....	1	46 25		83.....	4	38	33
34.....	1	49 43 1-5		84.....	4	42	2-5
35.....	1	52 51		85.....	4	45	33 4-5
36.....	1	56 3 1-5		86.....	4	49	8 4-5
37.....	1	59 15 3-5		87.....	4	52	39
38.....	2	2 25 1-5		88.....	4	56	6
39.....	2	5 44 1 5		89.....	4	59	56
40.....	2	9 1 4-5		90.....	5	3	37 1-5
41.....	2	12 20 3-5		91.....	5	7	8 4-5
42.....	2	15 36 4 5		92.....	5	10	33 2-5
43.....	2	18 55 3-5		93.....	5	13	55 3-5
44.....	2	22 13 1-5		94.....	5	17	19 4-5
45.....	2	25 33 4-5		95.....	5	20	52 2-5
46.....	2	29 4 3-5		96.....	5	24	42 4 5
47.....	2	32 24 3-5		97.....	5	28	14 2-5
48.....	2	35 52		98.....	5	31	45 1-4
49.....	2	39 20 3-5		99.....	5	35	20 4-5
50.....	2	42 39		100.....	5	38	44 1-5

Dingley is a member of the Gormully and Jeffery team, and rode a Champion light roadster weighing thirty-six pounds.

RACES AT WEST PHILADELPHIA.

Several wheel events were decided at West Philadelphia on Saturday last, in connection with the games of the W. P. Athletic Association. Summary:

ONE MILE NOVICES.—H. C. Middleton, Moorestown, N. J., 3:20; F. C. Bechthold, South End Wheel Club, 2d. Middleton was protested on the ground that he was not a novice, and the prize was withheld, pending investigation.

ONE-HALE MILE, BOYS.—M. Killinan, 1:55; R. Conningsby, 2.

TWO MILES LAP RACE.—Harry Swartz, Reading, 7:15, won seven laps out of ten; Frank Dampmann, Honeybrook, Pa., 2.

ONE-HALF MILE.—H. Schwartz, 1:31; F. Dampmann, 2, by one second.

ONE-HALF MILE, WITHOUT HANDS.—Edward

Crawford, one-half lap start, 1:40½; Samuel Crawford, 2.

ONE MILE PENNSYLVANIA CLUB CHAMPIONSHIP—T. A. Schaeffer, 3:21½; W. Hill, 2.

ONE MILE CENTURY WHEELMEN'S CHAMPIONSHIP—M. J. Bailey, 3:30; R. L. Schaeffer, 2; F. H. Ganigues, 3.

ONE MILE VESPER WHEELMEN'S CHAMPIONSHIP—H. T. Harding, 3:29½; George Bowman, 2; R. J. Thompson, 3.

THREE MILES HANDICAP FRANKFORD TRICYCLE CLUB—Joseph Dyson, scratch, 12:01; Robert Matthews, 60 yards, 0; Walter Dunn, 75 yards, 0; William Denn, 80 yards, 0.

ONE MILE INTER-CLUB RACE—T. A. Schaeffer, Pennsylvania B. C., 3:14½; H. T. Harding, Vesper Wheelmen, 2, by several lengths. Joseph Dyson, Frankford, 0; M. J. Bailey, Century, 0.

TENNESSEE DIVISION L. A. W. MEET.

MEMPHIS, September 13th.

ONE-HALF MILE NOVICES.—Ferd. Trepp, 1; D. Williams, 2. Time, 1:38.

ONE-MILE OPEN.—1, R. Slusser; 2, C. Maydwell. Time, 3:30.

HALF-MILE OPEN.—1, R. Slusser; 2, E. H. Wilcox. A very close and pretty finish. Time, 1:32.

ONE-MILE OPEN.—1, D. Williams; 2, F. Trepp. Time, 3:50½.

ONE-MILE LEAGUE STATE CHAMPIONSHIP.—1, E. H. Wilcox; 2, C. Maydwell. Time (not reported).

TWO-MILE LAP.—1, R. Slusser; 2, D. Williams. Slusser took every lap. Williams not being able to come nearer than thirty feet at any time. No time taken.

FIFTH-MILE BOY'S RACE.—1, J. Spreckemagle; 2, J. Wright. Time, 59 sec.

ONE-MILE HANDICAP.—1, E. H. Wilcox (scratch); 2, C. Maydwell. Time, 3:27.

FIVE-MILE L. A. W. CHAMPIONSHIP.—1, R. Slusser; 2, C. Maydwell. Time, 19:41½.

ROAD RACE AT MONTREAL.

At 3.05 on Saturday, September 17th, the eight 'cyclists that made up Messrs. E. P. Baird's and I. H. Robertson's teams started from Valois' on their ten-mile race. The weather and state of the roads combined to make everything pleasant for the bikes and remarkably fast time was made, Baird's 37.51 beating anything for the distance on the road as yet in Montreal. The starter was Mr. J. T. Barlow, and Messrs. F. Gnaedinger and L. Rubenstein officiated as time-keepers. Baird's team won by the following score:—

	Baird.	Robertson.
Baird.....	8	—
Robertson.....	—	7
Barlow.....	—	6
McKenzie.....	5	—
Holden.....	4	—
Palmer.....	—	3
Lowe.....	2	—
Lane.....	—	0
	19	16

FURNIVALL WINS THE SURREY CUP.

The "classic" event of the English racing season, we should presume to be the contest for the "Surrey Ten Miles Challenge Cup." This year the event was given additional importance by the appearance of Furnivall to establish his claim as the speediest English amateur, notwithstanding the number of improved "old uns" and fast "new ones" who have pedaled on English paths this year. As most of our readers know, Furnivall has been practically in retirement this year, but he underwent a thorough preparation for this "championship" event. He simply remained in his shell while the others steadily improved both themselves and the record tables, then he appeared and sustained his title of "Champion."

The race was held at Kennington Oval, on Saturday, September 10th. About seven thousand people were present. We publish the following report of the race from the *Cyclist*, which ranks Furnivall as one of the speediest and most talented cyclists who ever appeared on an English track:

TEN MILES SCRATCH RACE (for Challenge Cup—Percy Furnivall, holder).—Percy Furnivall, Berretta (1); W. F. Ball, Speedwell (2); F. J. Osmond, Norwood Safety (3). This race provoked intense excitement, as Furnivall had only to score one more win to become the absolute possessor of the cup, but considerable doubt was expressed as

to the unbeaten Berretta man's chances of success, as Osmond was reported to be in fine fettle, and was confidently expected by the Palace division to lower the Furnivall flag. Six men faced the starter, and no sooner had the report of the starting pistol died away than Osmond was seen leading, and cutting out the pace to the tune of 3m. 6s. for the first mile. Furnivall secured his favorite position (second on the rails) early in the first half-mile, and Ball was content with last place; but the Norwood Safety man was cutting it out so thick that Langley, Hale and Speechly chucked it before three miles were covered. Then the three remaining giants, thanks to Osmond, commenced to bowl over the old Scythe bearer until the extent of the distance, and although the relative positions of the contestants remained unaltered until a lap and a half from home, the excitement of the immense concourse of spectators grew and grew as the miles were knocked off, and from the times which appeared on the board the Oval cognoscenti knew that the men were riding like heroes. As they entered the last half-mile every individual who had been seated hitherto rose to his feet, and the hearty cheering which had hitherto followed the men lap after lap seemed to die away in the last few moments of intense expectation. A lap and a half from home a great shout of exultation marked the fact that Percy Furnivall had rushed into his last long spurt, passed Osmond, and was hieing to high fortune and the Surrey cup. "Furnivall wins! Furnivall wins!" screamed the crowd, but Osmond was sticking like a leech, and Ball was close up. Then came the great surprise of the race, as a yell of "Ball wins! Ball wins!" and the darling representative of the Speedwell flashed by Osmond, who was evidently tiring, and rushed up level with the mighty Furnivall. For a few moments the race seemed to tremble between these two cracks, but when the Berretta man grasped the fact that here was a foeman worthy of his steel he seemed fairly to hurl himself on his machine, and the grand rush of Ball was effectually stalled off. Coming away in grand style, amidst a scene of the wildest enthusiasm, Furnivall, with Ball in hot pursuit, passed over the tape, the popular winner of the third Surrey cup by two lengths. Between three such well-matched men, a grander or more stubbornly contested race has seldom if ever been witnessed. Records for grass tracks were beaten from three miles and upwards as follows:

MILES.	M.	S.	MILES.	M.	S.
1.....	3	6	6*.....	19	31 2-5
2.....	6	18 3-5	7*.....	22	48 3-5
3*.....	9	33 3-5	8*.....	26	6
4*.....	12	52 1-5	9*.....	29	28 4-5
5*.....	16	9 3-5	10*.....	32	36 4-5

Thus beating the previous best, 33m. 40 2-5s., by 1m. 3 3-5s. The grass was heavy going. Prizes were presented by G. Wigley, Esq. Wellington's Light Cavalry Band played during the afternoon."

BROOKLYN NOTES.

Another unfortunate accident has been added to the record of the West Drive hill. Mr. A. S. Rennie, a member of the Wanderers' Bicycle Club of Toronto, in his Summer trip through the country, stopped at Brooklyn early last week to pay his respects to the Ilderan Bicycle Club and to renew the pleasant associations formed between the two clubs during the latter's tour through Canada in July. His anticipated brief stay was made so pleasant that he extended it a few days, and on Wednesday, the 21st inst., he started for a ride through the Park. Ignorant of the rules he "coasted" down the long hill, and being forced off the edge of the road by an approaching team, before he could check his headway he was thrown violently to the ground and broke his left forearm just below the elbow. He was removed to the hospital, and after the proper treatment put himself under the kind care of the mother of ex-Captain Savoy, the surgeon having forbidden his return to Toronto until this week. He treats the matter quite lightly, and seemed surprised that the history of the Ilderan Bicycle Club has never furnished a case of a fracture of any bone resulting from a fall. At last accounts his condition is improving.

The idea of having a parade in Central Park of the wheelmen from the section of the country adjacent to New York City is an excellent one, and should be taken up by one of her clubs, although the idea did come from Jersey. The Brooklyn wheelmen are accustomed to their annual parade under the auspices of the K. C. W., and would fall in with the idea and give it their usual substantial

support. To secure the best results it should be a yearly event and occur in the spring of the year, when the weather is pleasant and when it could give to the opening season a tremendous "boom." Such a dignified demonstration of the strength of the cycling public would unquestionably be a fitting celebration of the passage of the "Liberty bill," besides affording an opportunity to establish it as a fixture for the future. On Election Day the Road Race would draw too many to make it a success, and the only remaining holiday is Thanksgiving Day. We often have rideable weather then. Why not make it Thanksgiving Day?

The Boulevard question, it is hoped, will soon be taken hold of in earnest. The turning wheels of the cyclists are conspicuously absent from the road nowadays, and when occasionally seen, they traverse the narrow side paths, which are at the best unsatisfactory. The effect is plainly seen in the dust-covered wheels standing in the racks of club-houses, and were it not for the social features which go hand in hand with the wheeling interests, the Brooklyn clubs would to-day show a decided shrinkage. When it is considered that both in itself and as an outlet to other roads, the Boulevard is the only road contiguous to Brooklyn suitable for the generality of wheelmen, the importance of making it attractive to this class becomes apparent. But what is best and how it should be done are questions, it is to be trusted, to be deduced by the wheelmen at large. Let us see their views in print and then select the most plausible.

Capt. Bridgman of the Kings County Wheelmen has issued invitations to the clubs and unattached riders to participate in a lantern parade on the 29th inst. The formation will be at the "Fountain," corner Bergen Street and Bedford Avenue, and the route along the latter thoroughfare to the K. C. W. rooms, where an entertainment will be furnished. Two lanterns will be given to each rider, but as a lively interest is manifested in the departure from the ordinary parade, very extensive and unique decorations are being arranged. Fortunately, the pavement has been recently relaid, and precautions have been taken to prevent the watering of it on that day. We expect to have a grand time, for we know the K. C. W.

The clubs already certain of entering the Road Race are the Ilderans, and the present champions, the Kings County Wheelmen. It is too early to predict the *personnel* of the teams, but from among those who have done good work in the past, we may expect to see Hall and Knox of the K. C. W., and Bradley of the Ilderans. Valentine will probably not ride. ALERT.

BALTIMORE NOTES.

The members of the Maryland Div., L. A. W., are at present very much taken up with the several races which are shortly to take place, the most discussed of which are those known as "The Citizens' Cup Race," and "The Maryland Sportsman's Supply Company's," better known as the M. S. S. Co.'s. The former, a ten mile road race, takes place on the 30th of September, annually, until final ownership is decided by some one of the contesting clubs winning the race three times. Each club enters a team of five men, who score by points, the winning team of each year's race holding the cup until the following race decides its possessor for the next ensuing year. So far, it is probable that teams from the Maryland, Baltimore, Rambler, and Centaur Clubs will compete. The knowing ones concede this year's race to the Marylands. The cup has been made at a cost of about \$150, the amount being subscribed by merchants of this city. It is in the form of a massive punch bowl, standing thirty inches high, surmounted by the figure of Mercury, clasping a cycle wheel in the outstretched right arm. It is constructed entirely of silver and gold, and is by far the handsomest prize ever offered in this State.

The M. S. S. Co.'s 25-mile road race will be run under the same conditions as above, except the course is over the most hilly and rough stretch in the vicinity, and is without a doubt one that will not only test the endurance of the contestants, but will be a test at the same time as to the strength of the various makes of competing wheels. This latter is the chief aim of Messrs. Bosley & How, who offer the cup, and who are as the proprietors of the M. S. S. Co., agents for the Victor line of cycles. This cup is also valued at \$50, but its design has not as yet been made public. The teams mentioned above are about the only ones that will run, Hagerstown, Easton and Westminster having decided not to put their Rustlers in. What the result would be were Hagerstown to compete would be hard to say, as they have sev-

eral men of ability at this kind of racing, who would no doubt show up to advantage; and there is also a first and second prize, a gold and silver medal respectively, to the winning men of each year's event.

L. A. W. matters are progressing finely; roads are being posted and hotels appointed that will not give League rates to any cyclist unless he presents his membership card.

The late Easton races were a great success, the State Fair Commission having offered gold medals that were equal to those of the L. A. W. Spring meet, and consequently brought about 70 non-resident cyclists to the Fair Grounds. The events were five in number, and embraced a half-mile dash, a half-mile tandem, a half and two mile handicap, and a one mile dash. Of the four open events Kingsland, of the Ramblers, of Baltimore, captured the four firsts. In the tandem he and C. W. West divided the honors and spoils. The fifth event being for local riders only, was won by Patchett, of the Easton Club, who will hold the Club Championship for the following year.

NOAEL

NOTES FROM KINGS COUNTY.

The K. C. W.'s have been assured by the Superintendent of the Street Cleaning Department that Bedford avenue will not be sprinkled artificially on Thursday night, and if kind nature smiles on them to that extent, a fine display is expected at their Annual Lantern Parade.

Mr. W. E. Crist, of Washington, has been stopping in Brooklyn for a few days, where he has made many friends.

It is with pleasure we learn that Mr. R. L. Calkins has been elected to the captaincy of the Ilderans. As secretary, he has proven a model, and we have no doubt that the same title can be applied to him in his new and higher position.

The Informal Runs of the K. C. W. are getting to be very popular. Sept. 17, a large party went to Roslyn, and last Sunday New Jersey was the objective point. The roads were found to be in good condition and the chief topic of conversation was the coming Road Race. Who will win?

We hear that there are thirteen entries for the Hudson County Wheelmen's Championship Road Race. Material for Road Racing Team must be plenty. Keep your eye on Jersey. K. C. W.

CONCERNING OILS.

Dear WHEEL:

Not long before leaving Washington this Summer I bought a bottle of illuminating oil which I knew to be a mixture of kerosene and lard. Soon after I found my lubricating can exhausted, and being in a hurry filled it from my bottle of burning oil, with excellent results for a couple of days, as my old Star ran with surprising ease. But toward the end of the week, when I was preparing to leave town for a tour, I began to doubt whether I was quite in condition, and thought I must be getting malarial, for, oil as I would, that machine did make me tired. I kept the bearings so well supplied with the fluid that there could be no question of their being dry, but day after day I seemed to get weaker, and, of course, worked all the more to get my muscle up.

Thus it went until one evening I met a wheelman from Hartford. I scarcely think he had travelled far or long, for he had seen no beauties, no riders, no anything outside of Hartford, and hoped to return soon to the only place where men understood the wheel. And when I spoke of Washington he said, "Oh, how could a man be a rider down there? why, you fellows just roll around on asphalt day after day, and when you strike a country road you're nowhere. You are not to blame though; it's the streets. Of course fellows like you can't push a wheel. Come up to Hartford, we'll show you." I found that he had never been on one of Owen's birthday runs, had never heard of Owen's riding down the Capitol steps on a crank machine, had never heard of Robertson or Rex Smith, and was surprised to learn that Crist had come from such a place.

But, notwithstanding all this, and though I laughed at him, next morning, when I had serious difficulty in climbing a very ordinary grade, I began to think that perhaps the Hartford man was right. And I might be to-day bemoaning the enervating effect of smooth streets, had I not run across an old friend, a Jerseyman, who began recounting to me the troubles he had last Winter, because some one induced him to use in his machine shop a very fine lard oil, at four dollars per gallon, instead of ordinary machinery oil, at one

dollar. Before that everything had gone well with him, but soon after beginning the use of lard oil, it took the whole power of his engine to get the machinery started, and, no matter how much oil he put on, the bearings always stuck in the morning. Finally, thoroughly bothered to account for all this, he had part of his large machinery taken to pieces, and found the bearings coated with some sort of a residue from the lard oil, which in stickiness was little better than beeswax. When they were thoroughly cleaned with kerosene, and the old oil substituted for the lard, all went well again.

While this history was in progress, I was inventing my machine, and soon had the small wheel off and the axle exposed to view, and such a sight. An almost continuous coat of gummy residue that would have ruined anybody's riding. Since then I have used ordinary oil and have had no trouble. I am waiting now to meet that Hartford man on a wheel.

After making this discovery I should have kept very quiet about my mistake had I not judged from the experience of the Jerseyman that I was not alone in such ignorance. I began therefore to make inquiries and found a great many people who had always thought that illuminating oil should not be used for lubricating purposes and *vice versa*, but knew no reason why; and though Howard A. Smith, of Newark, got so scientific as to say that illuminating oil had no lubricating properties because it was too light, and of course lubricating oil could have no illuminating properties because it was too heavy. I have yet to find anybody who says that lard oil ought to be banished from any and every use in connection with a bicycle; but such is the fact. The fatty residue left by it is an abomination either in a wick or on an axle. Yours truly, C. H. K.

Buffalo, N. Y., September 26, 1887.

A FINE MONTH'S MILEAGE.

Mr. G. M. Nisbett, one of the recent accessions to the New York Club, has just handed in his August mileage to the club officers; and the figures are sufficiently noteworthy for publication. The seventy-five miles covered on the Riverside Drive, August 21, were of course systematic repeating.

DAY.	MILES.	ROUTE.
Aug. 1	64¾	Garrison's to Red Hook.
" 2	30	Red Hook to Catskill.
" 4	5	Central Park.
" 5	42	New Brunswick & Spotswood, N. J.
" 6	2	Spotswood.
" 8	14	Spotswood and Old Bridge.
" 10	37	Freehold, Eatontown, Red Bank, and Long Branch.
" 11	47	Long B., Red Bank, Tintum Falls, Freehold.
" 15	8¼	Central Park.
" 16	15	Central Park.
" 18	37	Park and Yonkers.
" 19	35	Riverside and Park.
" 21	75	Riverside Drive.
" 24	25	Riverside and Park.
" 25	52	Tarrytown, etc.
" 26	21	Central Park.
" 27	28	Park and Riverside.
" 28	45	Yonkers and Park.
" 29	28	Riverside and Park.
" 30	7	Central Park.
" 31	15	Park and Riverside.

Total, 633 Miles.

AN ENGLISH ROAD RACE.

TRICYCLE RECORD BEATEN.

The second annual twenty-four hours' open road race promoted by the North Road Cycle Club, the bulk of whose membership resides in or near London, was held September 2 and 3. This road race was planned and run on a much larger scale than anything we have had in this country, and the details may be interesting.

The following prizes were offered:

A silver medal to all bicyclists riding 260 miles.
A bronze medal to all bicyclists riding 210 miles.

A silver medal to all tricyclists riding 230 miles.
A bronze medal to all tricyclists riding 230 miles.

A silver medal to all riders of tandems covering 250 miles.

A bronze medal to all riders of tandems covering 200 miles.

The course was over the North Road, starting at Hatfield, twenty miles from London, running

out to Hockering, 146½ miles, and turning back to Hitchin, 296¾ miles.

At exactly midnight, the word "go" sent off the thirty-seven contestants from in front of the Salisbury Arms. There were five Ordinaries, twenty Safeties, ten trikes and one tandem.

G. P. Mills, on a tricycle, completed 266 miles in the twenty-four hours, which is record. T. Waterhouse, on a safety, rode 270½ miles. The scores of the other men were: Nix, 246¾ miles; McDonald, 231½ miles; Salsbury, 231 miles; Solomon, 210 miles; Allvey, 201½ miles.

HARLEM WHEELMEN'S MILEAGE.

EDITOR OF THE WHEEL:—Following is a memorandum of "Harlem Wheelmen" mileage from January 1 to September 1, for the ten highest records:

	Mileage.	Riding Days.
A. Rauchfuss.....	558½	28
C. W. Griffith.....	667	32
W. H. D. Hoffman.....	1,001	45
B. A. Quin.....	1,060	59
A. M. Pressinger.....	1,107	58
W. W. Braden.....	1,360	52
W. H. DeGraaf.....	1,572	80
A. T. Steiner.....	1,581	91
E. C. Parker.....	1,927	120
E. I. Halsted.....	2,885	91

E. I. HALSTED, Capt.

FIXTURES.

September 29—Allegheny Wheel Club Tournament at Pittsburg.

September 30, October 1.—Missouri Division L. A. W. Meet.

Sept. 30—Oct. 1.—Detroit Bicycle Club Races.

Oct. 1.—Poughkeepsie, N. Y. Race Meet.

October 4, 5.—Races at Woodstock, Va.

October 6.—Boston, Chicago Road-Race.

Oct. 16.—Columbia Bicycle Club races, North Attleboro, Mass.

October 8.—East Road Club's Road Race.

October 6-9.—Ladies' Tour to the North Shore. W. W. Stall, 509 Tremont st., Boston.

Thomas Stevens has written an autograph letter of the merits of Messrs. Howard A. Smith & Co's luggage carrier. Stevens thought so well of his carrier that he carried it around the world with him.

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 & Jeffrey Mfg. Co., of Chicago, will be pleased to send their catalogue on application. **

Only a Limited Number Made Every Year.

FULL DRESS STRAIGHT CUT.

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

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

PACKED.—20 CIGARETTES.

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Successors to KINNEY BROS.

Send 15 cents for sample package.

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AND COLOGNE SPIRIT,

SPIRITS OF TURPENTINE, ROSIN, ETC.

James A. Webb & Son, 165 Pearl St., New York.

DECKER'S BILLIARD AND POOL

Tables, celebrated for fine workmanship, quickness and durability of cushions. Prices low and terms easy. Send for Illustrated Catalogue. Factory and

WAREROOMS 105 EAST 9th St., N. Y.

THE FIRST SHOT is fired, gentlemen, and FRANK DINGLEY makes a big hole in the hundred-mile World's Record, at Lynn, September 22d. HE KNOCKS EVERYTHING from 51 miles up. Time: 5 hours, 38 minutes, 44 1-5 seconds.

ELEVEN MINUTES BETTER than the English Track Record, and twenty-five minutes better than the American Track Record; the latter by Ives, on a racing wheel. Dingley used our ordinary LIGHT CHAMPION. They all say the same thing---"the bearings."

CHICAGO. ILLS.

GORMULLY & JEFFERY MFG. CO.

NEW YORK STATE MEET.

The Division Meet, held at Cooperstown on Friday and Saturday last, September 23 and 24, was not so well attended as was expected. But it was a success, just the same.

The New York brigade left on the West Shore Thursday at 9:40 A. M. After no less than seven change-cars, they arrived at Cooperstown at 9 o'clock P. M. At each change, there was a change of wheels to be made—delightful experience—and a ten minutes-change at the nearest restaurant. On the road, parties were picked up at different places, so that when the rendezvous was reached about one hundred wheelmen were on board. Of these the Long Island wheelmen claimed eight, the Citizens one, C. C. Bidwell, Albany Wheelmen and Albany Bicycle Club three each, and small parties from Buffalo and Richfield Springs. The L. I. W. were the only men who sported a club banner and it was a subject of admiration during the entire meet. Arrived at the Fennimore House they were greeted with an old-fashioned country supper, served by pretty waitresses. One of the latter—a red-headed Madonna—made a great impression; the wheelmen christened her "Bricktop," by which name she was distinguished during their stay. They found the house deserted by the guests, but Landlord Brown welcomed them open-armed, saying, "the house is yours." Many of the men, tired with the long ride, went early to bed, but mine host Brown developed a "red hot jag," under the influence of which he gathered the boys around him, and "set 'em up" again and again.

On Friday afternoon, the meeting of the Division was held at the hotel. The principal business was the unanimous election as Vice Consul of W. S. Bull, of Buffalo, and Raymond S. Coon of Albany as Secretary-Treasurer. It was also decided to appropriate \$400 to pay for clerk hire for the Chief Consul and Secretary-Treasurer. Last year, the Secretary-Treasurer received a salary of \$200, and the clerical expenses of the Chief Consul amounted to a like sum. Under the new arrangement, the Secretary-Treasurer receives no salary, but all his clerical work will be done by the C. C., who is allowed \$400 to meet the expenses of both offices.

Most of the leisure time was spent in touring, the roads all being good, and fishing. A superb game dinner was enjoyed on Saturday at Five Mile Point, by a select party, which included Mr. Kennedy-Childe, whom we forgot to mention was present during the meet. A hill climbing contest was also held, Mr. A. F. Edmas, of Troy, being the winner.

The meet broke up formally on Saturday afternoon. It was enjoyable, and must therefore be considered a success; but as a general gathering of wheelmen, for the extension of the paternal feeling, it was a failure. The meet was held too late in what is proving itself a very busy year with business men. Had it been held in August, it would have been a great go.

HOW THE LEAGUE SHOULD BE RUN.

From the *Baltimore Argus* we publish the following plan of League reorganization. Whatever its merits or demerits may be, the writer has evidently taken pains, and his plan is worthy the consideration of the Reorganization Committee.

"We append our ideas to what the League

should be, if the members of that organization are willing that it should be of benefit to them.

"From nothing you cannot produce substance.

"From \$1.50 per year you can produce about what the League is.

"We have had our fun, now let us settle down to work.

"Officers: A President, Vice-President, Treasurer, and Secretary-Editor. The President and Treasurer elected annually, both from the same State Division; Vice-President from Territorial Division. No one of the three elected from same section of country consecutive terms. The Secretary-Editor elected for life or time of efficient service, salary \$1,800 per annum.

"There shall be two grades of divisions: State and Territorial.

"A State Division must have 150 members. State Division members have a right to hold office in, or vote for officers of National organizations, as well as State officers. Territorial Divisions can only select Vice-President and vote on questions appertaining to their divisions.

"The annual dues of the League shall be \$5 per member, \$1 of which shall be forwarded to the Treasurer of the National Organization.

"The League proper is empowered to call assessments to the amount of \$2 per member per year to meet extraordinary expenses, as lawsuits etc., if necessary.

"The chief officer of each State Division shall be selected by the members of the Division, and elected for life unless guilty of incapacity, inefficiency, fraud, or faithless discharge of duties. The other officers shall be Treasurer and County Masters, discharging the duties now performed by Treasurer and Representatives.

"The Division Master shall not be engaged in any other business, and shall receive from Division Treasurer as salary \$3 per year for every member of Division. County Masters are subjected to his orders. He must have entire charge of the Division work, attend to collection of dues, retaining his \$3 and forwarding \$1 to the National Organization and \$1 to Division Treasurer. He shall post all roads as per directions of the League, make frequent trips through the State, agitate good roads, write bicycling and road arguments for the papers, interest local newspapers into discussing advantages of improved roads, cultivate County Road Commissioners, see that the County Masters report bad roads to proper authorities, and publish reports of them in county papers. Let his motto be: 'Good Roads.' Let him think of them awake and dream of them asleep. That's what the new League is formed for—'Good Roads.'

"The Division Master must gain also all the privileges and advantages he can for his Division, be always ready to champion cyclers, take charge of all lawsuits, etc., furnish any League members with what information they ask regarding the roads and laws of his State, and do anything and everything he or any other League member can suggest to further the cause of cycling and the League. This man is the man of the new League.

"Each State Division shall elect a member of the National Executive Committee, which shall attend to all the questions concerning the League, being sub-divided into different committees as at present, including a new one to be termed the Territorial Committee, which shall have charge of the Territorial Divisions. It shall appoint as Territorial Division Master such cyclist as the

members decide on. He shall receive \$3 per member per year, and such extra pay as the National Executive Committee shall allow.

"The National Executive Committee shall at its yearly meeting determine when and where it will hold the national meet, and shall defray expenses from its treasury.

"The Division Master shall have complete charge of meet, appointing his own assistants, performing such duties as the State Division in public meeting shall decide on.

"Of course the above is but the general outline of the new League. Advantageous changes can doubtless be suggested by others. But the idea is that if we expect the League to progress and be of service and use, we must depart from our present policy. We have reached a fork in the road and we must take one branch or the other. By following the past and present policy, the League may continue to exist, but it will never accomplish more than it has so far. We have gained our road rights, now let us gain good roads."

WOMEN ON WHEELS.

FAIR TRICYCLISTS SEEN IN THE STREETS OF WASHINGTON.

[Washington Letter in Philadelphia Record.]

One hundred women ride tricycles in Washington. The smoothness of the streets makes the work easier than it is anywhere else, and the encouragement given by their male relatives in the cycle clubs strengthens them to face the public. Most of the women have a special costume in the nature of a riding habit with the train cut off. Nevertheless it takes them a good while to get over their nervousness and their self-consciousness so as to really enjoy their ride. Very few of them ride in the daytime, although the most proficient of them all—the Misses Gallaudet, the daughters of the President of the Columbia Institution for Deaf Mutes—never ride at any other time. These young ladies ride with perfect ease and grace. They show the possibilities of the tricycles to perfection as they sweep through the streets on noiseless wings. I have never seen better or more beautiful riding. They are the envy and the despair of their less successful rivals. These latter worry along as best they can through the friendly darkness of the evening, happy if they come out of their adventures with a whole skin. Many of them own their own machines, but a large number of them patronize the "cycleries." Of course, those who travel about much in the evening are always accompanied by gentlemen. But their escorts cannot prevent their taking a tumble now and then—sometimes with serious results. I met a party of two women and two men coming down Fifteenth street on Monday night, about midnight, who, I am certain, must have been delayed by an accident. Accidents will happen, you know, especially on dark nights. And it is a nightly sight to see a man pushing a tired-out woman up a hilly street, or picking her up out of the grasp of the upset machine. In one case of the latter sort, recently, the woman's dress caught in one of the wheels, and when the machine turned over on top of her, her dress had to be cut away with a pen-knife. Nevertheless they all enjoy it, good and bad riders alike. The steady, sturdy work required is delightful exercise, and the feeling of power and comfort combined is very grateful.

Volume 13, No. 313. Will it be an unlucky combination?

The Poughkeepsie, N. Y., Club holds a race-meet to-morrow.

The citizens of Baltimore have subscribed \$150 for a silver cup, to be offered in a road race.

The Manhattan Wheel Exchange is advertising an unusually fine list of bargains in second hand wheels.

The Champion is now credited with a much better record at one hundred miles than has before been made on wheels but little more than half its weight.

Wheelmen desiring New Mails are now offered a good opportunity by Messrs. W. M. Read & Sons who will accept second hand wheels of all makes. This offer is only good for a few weeks.

The Citizens are organizing a boxing class for Winter pastime which will have the advantage of professional mentorship. A very good idea is this. The club continues to add to its membership. Its five bachelor apartments are all let and others are wanting to hire quarters.

THE FINEST FLOWERS.—Are used to make the grand perfume which is now so popular and known as "Wenck's" Opera Bouquet. It is truly the most refreshing and lasting perfume for the handkerchief. Ask for "Wenck's" Opera Bouquet. For sale by all dealers in fine perfumery.

The Harlem Wheelmen are getting their headquarters enlarged and refurnished. They have leased the building next to their old club house, and broken through the partitions. The new house has been repainted and repaired. Four new billiard tables will be put in as soon as it is finished.

Many riders are compelled to do most of their riding at night during the Fall. For this work, nothing is better than the New Rapid Safety. This wheel is of the very popular Rover-type, is perfectly safe, and a remarkable hill-climber. It is imported by Messrs. Samuel T. Clark & Co. of Baltimore.

A number of citizens left town on Thursday for Milford, Pa. Among the party were Messrs. Gulick, Wilson, McCormack, Clapp and Alley. The route for New York to Milford is as follows: To Tarrytown, ferry to Nyack, to Sufferns, to Warwick, to Port Jervis, to Milford. The party will remain over Sunday.

During the past week several paragraphs have appeared in two of the leading dailies to the effect that the Morrisania Wheelmen, were in a bad way financially, and were about to disband. This we learn is without foundation, as the Morrisania wheelmen were never in better health than at present. These paragraphs have evidently been inserted by some maliciously inclined outsider.

Mr. Edward Fisher, the well-known Nashville wheelman, writes Messrs. William Read & Sons about his New Mail. He rode it from Nashville to Niagara Falls, and into Canada, covering 862½ miles. Although he met some "terribly rough roads," among others a 100 mile stretch of rough dirt road in Northern Ohio, and miles of worn-out pikes, sand roads, tow paths, etc., his only expense for the wheel was five cents for a quart of benzine to clean it. Mr. Fisher averaged seventy miles a day for twelve days.

The prominence and value that have lately been attached by both the wheel and lay public to both

track and road performances, make Dingley's hundred mile record a subject of congratulation for the Gormully and Jeffery Manufacturing Co., whose Champion Roadster he rode. There is no doubt that Dingley is a fast and strong rider, but the fact that he surpassed, by many minutes, the records of men of unquestioned stamina and muscle, speaks volumes for the wheel he rode, and corroborates the statement of the makers, that it must be "the bearings."

ANOTHER NEW YORK CLUB.—The latest addition to Gotham clubdom is the Excelsior Wheel Club, of Morrisania. This club was organized September 10th, with the following officers: President, W. A. Carpenter; Vice-President, Douglass Hamilton; Secretary, Harry Henwood; Treasurer, Walter Wilkens; Captain, Jason Rogers; Lieutenant, Douglass Hamilton; Bugler, Wm. C. Rogers; Color Bearer, M. K. Hamilton, Jr. The club now has fifteen members. The dues are \$12 a year, and until a membership of fifteen is reached there will be no initiation fee. Already the club has arranged to build a club house next Spring.

Although we have yet many beautiful October and early November days before us, when the temperature is "just right" for wheeling, yet it is time to draw the attention of riders to the fact that riding may be indulged in with pleasure almost the entire year. At the first cool breath, the tenderfoot will house his wheel and take to the club store or the billiard table, thus missing several weeks' wheeling. We cannot understand why enthusiastic wheelmen can allow almost half the year to pass without mounting a wheel. It is a sign of the times that men are becoming more delicate, puny, and less capable of hardship than their ancestors. A little roughening, or, we might say, roughening up, is needed. When properly clothed, and with the blood heated with the exertions of riding, a dry, cold blast should be treated as a trifle. Mens characters are developed by hardship, and in a small way, good stiff rides on cold sunny days will develop a man's mentality, and give that wholesome, masculine shading to his character, which many young men, sad to say, are minus.

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PIANOS **SOHMER** PIANOS
Are at present the most popular and preferred by the leading Artists.
NOS. 149 TO 155 EAST 14TH STREET, NEW YORK.



Howard A. Smith & Co

Gentlemen

I used your L & S bundle carrier on my Tour Around the World, and found it a very serviceable indeed. It is difficult to see how it can be improved upon.

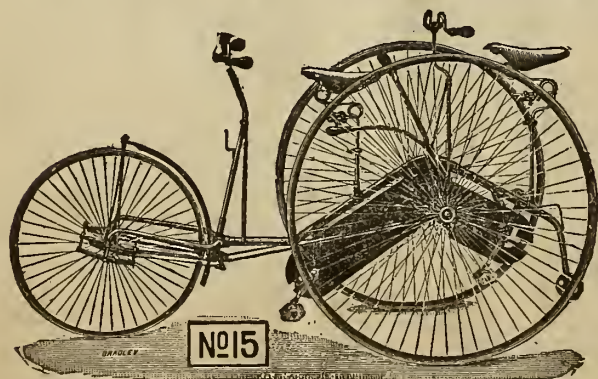
Sincerely yours

Thomas Stevens

The above from THOMAS STEVENS explains itself. Our carriers are made to fit any machine. Price \$1.50. Send for Catalogue of Cycling Goods.

HOWARD A. SMITH & CO, Oraton Hall Newark, N. J.

We have a fine lot of Second-Hand Wheels



MANY FULLY EQUAL TO NEW AT LOW PRICES.

CALL OR SEND FOR LIST.

Specialty in Exchanging 2nd-Hand Wheels

FOR NEW RAPIDS, NEW MAILS, QUADRANTS, SPARKBROOKS, STARS, VICTORS, OR ANY OTHER MAKE.

We are Sole Agents for New York of the New Rapid Bicycles and Quadrant Tricycles.

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108 Madison Street, Chicago.

A New Map of the Orange Riding District,

Showing all Towns and Villages, from Milburn and Waverly on the South to Caldwell and Belleville on the North, and indicating 95 miles of Macadam roads, with best connecting thoroughfares, for touring. Size 17x22. Price 50 cents. Printed on heavy bond paper, with pocket cover, \$1.00. For sale by dealers in Newark and Orange, N. J.; or mailed postpaid on receipt of price.

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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.

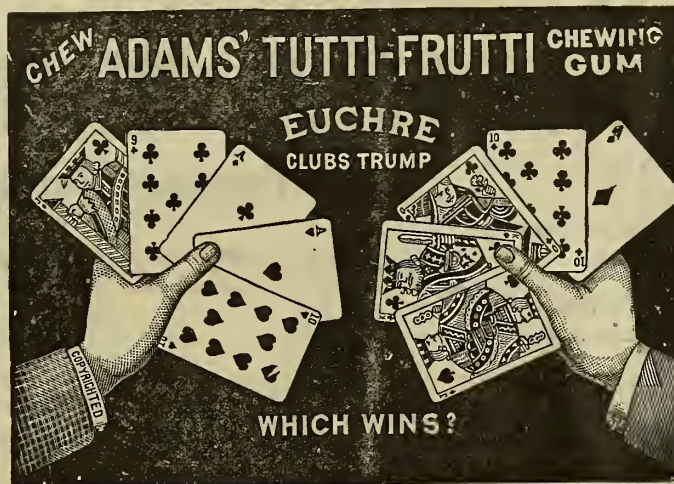
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Not only gives instant ease to those who suffer Pain, but cures all Colds, Congestions and Inflammations, whether of the Lungs, Throat, Bowels, &c. Internally, in water, fortifies the system against Malaria, Chills and Fever, in malarious regions.

DR. RADWAY'S PILLS.

Purely vegetable, mild and reliable. Are a cure for Indigestion, Biliousness and Disordered Liver.

WHAT IS SAID OF IT.



Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst*. Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst*.

Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

AMHERST COLLEGE GYMNASIUM DIRECTIONS.

This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico Zapotis) consequently it is a purely vegetable substance.

It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—*N. Y. World*.

FOR SALE AND EXCHANGE.

51-in. Columbia Light Roadster; '85 pattern with '86 improvements. Been run only 500 miles; in fine condition; Butcher Hub Cyclometer. Howard F. Smith, Gloucester, Mass.

FOR SALE.—ALL HIGH GRADE MAKES of Bicycles and Tricycles. Good second-hand wheels cheap. Send for catalogue. W. E. Young, Dennisville, P. O. Box 92, New Jersey.

FOR SALE.—50-in. Expert, full nickeled, good condition, \$83. Apply next Sunday, Ferguson's stable, 53d st, near Sixth ave., between 3 and 5 P. M.

FOR SALE.—Finest assortment second-hand machines in the city. Experts \$60 to \$95, Victors \$80, Columbia Light Roadsters \$100, Stars \$70 to \$110, etc., etc. Also a lot of cheaper wheels, different sizes, in excellent order. Prices never so low as now. It will pay you to call and examine our stock. Complete list out September 1st. Special offers for two weeks only. New York Bicycle Company, 38 Park Place, New York.

56-in. Standard Columbia, ball bearings front, to exchange for a Safety, 54-in. ordinary, or a tricycle. W. B. Dodge, Millville, Mass.

FOR SALE.—A Standard Columbia; 52-in. In good condition. New tire on front wheel. Will sell cheap. H. G. Weidenhamer, Box 21, Watson town, Pa.

FOR SALE.—48-in. Star. Latest design: hollow framing; balls to front wheels; hollow rims; cost \$140. Ridden very little. Address H. G., P. O. Box 1516, New York.

FOR EXCHANGE.—52-in. Champion, balls all round, for 52 or 53-in. Light Roadster, Apollo preferred. W. Dearden, Trinidad, Colo.

FOR SALE.—A 52-in. New Rapid Bicycle; full roadster; 1886 pattern; weight, all on, 44 lbs.; prime condition; sold for want of use. Address F. L. Bingham, 49 to 51 Rose st., N. Y. City.

FOR SALE OR EXCHANGE.—Cripper Tricycle; hollow rims and frame; tangent spokes; all ball; automatic steerer; cost \$185, sell for \$90, or exchange for 54 bicycle. F. S., 204 Market st., Newark, N. J.

SPRINGFIELD ROADSTER for sale; geared to 50 inches; this wheel was bought two weeks ago, has been ridden but 40 miles. Inquire of Dr. E. J. Ranhofer, 227 West 34th st.; hours 10 to 4.

FOR SALE.—Columbia Expert, 48-in.; pattern of 1886; full nickeled; all ball bearings; cowhorn handles; good as new; \$80. 537 Lafayette av., Brooklyn.

FOR SALE.—50-in. Standard Columbia, in good order; dirt cheap for cash; also Nickeled Harvard, 50-in.; in perfect order. Chas. Newbourg, 57 Wiloughby st., Brooklyn.

GENUINE HUMBER TANDEM.—Beeston & Co.—good as new, for \$175 cash, or one-half cash and one bicycle, or two bicycles, standard makers, 46 and 50-in. P. O. Box 1734, New York.

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Size 3 2-3 ft. x 4 1-2 ft.

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FOR SALE, EXCHANGE, WANTS.

WANTED.—A good second-hand Buffalo Home Trainer; must be reasonable in price; also 50-inch Racer; any make. Address, at once, H. S., Box 70, Nyack, N. Y.

FOR SALE.—Buy now, instead of waiting until Spring, and thereby save from \$10.00 to \$20.00 on a machine! Besides being Sole New York Agents for New Rapid and Quadrant Cycles, we have a fine assortment of slightly used machines, many really as good as new, and which we are selling at prices to suit the times. Prices from \$28.00 upwards. Ball-bearing wheels from \$40.00. Our stock of machines is not equalled around here for Condition, Variety and Price. All sizes and makes. New Bargain List issued weekly. Send for it. **NEW YORK BICYCLE CO.**, No. 38 Park Place, New York.

FOR SALE.—50-in. full nickeled Col. Expert. Cowhorn bars, ball pedals. \$75.00. Fine condition. Sherwood, 212 East 128th Street.

FOR SALE.—51-inch Rudge Light Roadster, 1887 pattern, Kirkpatrick saddle, hub cyclometer, lamp and hanger, etc. Has been run less than 50 miles, and is as good as new in every particular. Cost \$153. Will sell for \$110. H. C. Jones, P. O. Box 1407, New York.

FOR SALE.—Genuine Humber Tandem, Beeston & Co. Good as new, for \$175 cash, or one-half cash and one bicycle, or two bicycles, 46 and 50 inches, standard makers. Address P. O. Box 3417, New York.

Parties who have previously written in response to the above will kindly repeat, as letters were lost.

FOR SALE.—Standard Columbia, 54-in., full nickeled, excellent condition, fine machine for beginner or road rider. Can be seen at 213 Cumberland st., Brooklyn, between 6 and 7:30 P. M.

FOR SALE.—56-in. Special Columbia. Ball bearings on front wheel, in fair order. Good reason for selling at \$30. Address T. F. B., P. O. Box 2979, New York.

FOR SALE.—54-inch Standard Columbia, in excellent condition. Used very little. Price \$48. E. W. Mott, 1574 Park ave., New York.

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The lightest and strongest Road Bicycle Shoe made;
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All shoes made of the best Black or Russet Kan-
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DEAR SIR—The shoes which you made me are very
satisfactory and are without doubt the best I have ever
seen or used.

Yours very truly,
A. B. RICH.

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Base Ball, Gymnasium, Bicycle, Athletic and all kinds of Sporting Goods.

ROBERTSON'S ELECTRIC COMPOUND

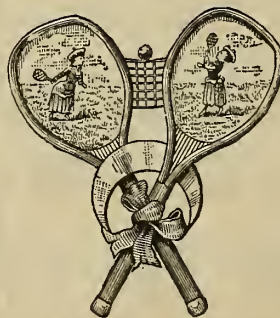
Is used by all the Prominent Athletes for removing Sprains, Soreness and Stiffness. 25 cts. per Bottle.

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✱ MAKE'R OF FINE JEWELRY. ✱



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BICYCLE, TENNIS, BOATING, SHOOTING, ATHLETIC CLUBS, &c.,
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FOR WHEELMEN



FOR SALE BY

GEORGE CLEMENT,
33 East 22d Street, New York.

KEEP THIS FOR REFERENCE.

Zylonite Collars and Cuffs

are as ECONOMICAL and DESIRABLE as represented, can always
obtain the same,

FREE OF POSTAGE,

by addressing GEORGE CLEMENT & CO., 33 East 22d Street, New
York, at the following prices:

Gents' Collars, 20c. 6 for	- - - - -	\$1.19—\$2.00 Doz.
" Cuffs, 40c. 6 "	- - - - -	2.20—4.00 "
Ladies' Collars, 15c. 6 "	- - - - -	.85—1.50 "
" Cuffs, 30c. 6 "	- - - - -	1.70—3.00 "

REMIT BY POSTAL ORDER.

For half a century this country has been trying to invent collars
and cuffs that would be an improvement on linen. It is accomplished
at last. Zylonite collars and cuffs are superseding linen, because they
are better and will last for months, and will always look clean.

THE NEW MAIL.

NASHVILLE, TENN., July 28, 1887.

MESSRS. WILLIAM READ & SONS, BOSTON, MASS. :

GENTLEMEN—I mailed you an afternoon paper, to-day, announcing our return from the Canada tour. Thinking you would be interested in our trip prompts me to write this letter. We left here July 4th, and I wheeled the entire distance from here to Niagara Falls and into Canada. Went by Louisville, Frankfort, Georgetown, Ky., Cincinnati, Hamilton, Dayton, Marion, Cleveland, O., Erie, Pa., Buffalo, N. Y., to Falls. Entire distance by Butcher Cyclometer, 862 $\frac{1}{4}$ miles. Also rode 183 miles on the New Mail before, making 1,045 miles. You must know we had some terribly rough roads on our trip; over 100 miles rough dirt road in Northern Ohio, rough, old worn-out pikes in Kentucky, plank roads, sand roads, tow paths, water-washed side paths, rutty, hard dried clay roads; in fact, every kind of road you could call for.

The New Mail cost me exactly five cents for one quart of benzine for cleaning. We had a little over twelve riding days, making over 70 miles average. Entire time to Falls, nineteen and one-half days; stopping in all large cities. The Ball Head worked perfectly, and I consider it the greatest improvement.

Yours truly,

ED. D. FISHER.

SPECIAL OFFER.

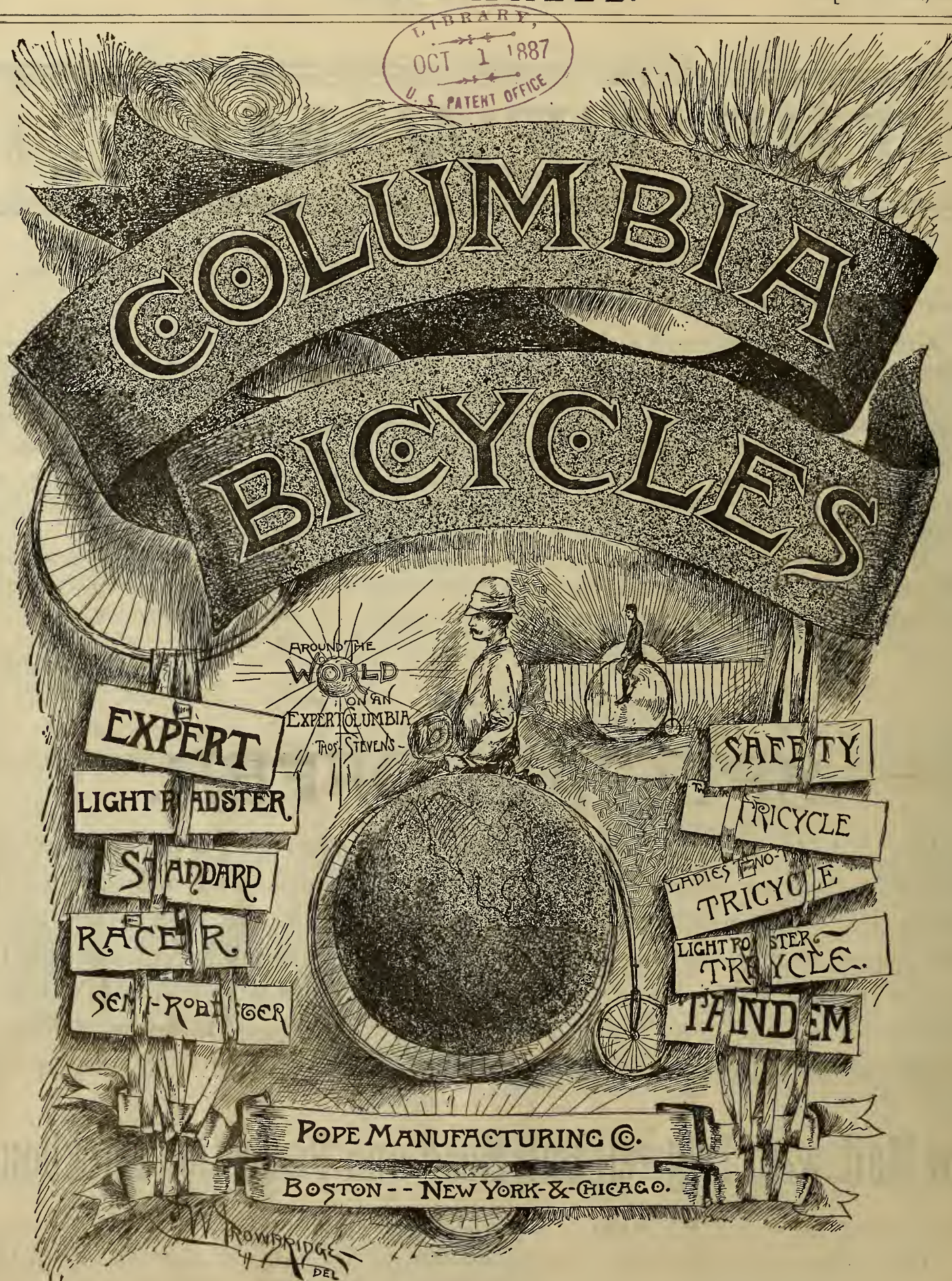
Our NEW MAIL, though its first year, has been a *Perfect Success*, and has had an *Extraordinary Demand*. We have been behind orders since the opening of the season till hot weather set in. Now, as the most active bicycle season is past, though the best riding weather is in the autumn, we have decided to offer for a SHORT TIME ONLY a few of these SUPERB NEW MAILS in exchange for others!!! This we have PERSISTENTLY refused to do heretofore, as the demand was so great. Wheelmen desiring to exchange their present old mounts for a

New Mail, with Trigwell Ball Head and Perfection Backbone,

will please give us a description of the old wheel and their estimate of value.

This offer is for no length of time as we do not care to place many in this way. Address,

WM. READ & SONS,
107 Washington Street, - - BOSTON.



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Humber Bicycles! Humber Crippers! Humber Safeties! Humber Tandems! Humber Cripper Tandems!

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