

THE WHEEL

A JOURNAL OF CYCLING

Established 1880. 12 Vesey St, N. Y.

VOL. X.—No. 17.]

NEW YORK, JULY 23, 1886.

[WHOLE NUMBER, 251.]

WHEEL GOSSIP.

E. P. Burnham is wheeling in New Hampshire.

The Gloucester Wheelmen are to have a road race around Cape Ann.

Jamaica plain will at last have a local club. We sincerely hope its members will not take their Jamaica plain.

Wheeling credits our "New method to out-wit the aggressive dog" to the *Bi. World*. We wonder if the *World* feels complimented.

It is thought, in Boston circles, that Ducker's mail vote vote, asking the League to retire from the management of racing, will never be sent out.

The twenty-mile course over which Eldred made his record, has been remeasured by three cyclometers, which recorded 20 1-8, 20 1-5 and 20 3-16.

The managers of the Exposition at Cheltenham Beach, near Chicago, have decided to hold a monster three-days' meet, about the middle of August.

Mr. Robert Todd, Secretary of the N. C. U., has written Chairman Bassett that his organization will support any effort of the League to purify amateur sport.

Says the *Newark Call*: "An appliance has been discovered for the prevention of *hedders*." This is, probably, some kind of new disease; something like the measles, probably.

E. A. Richwine and W. T. Fleming, members of the Pennsylvania Bicycle Club, rode to Luray Cave, Va., and return, a distance of 510 miles, starting on July 1st and reaching home on the 10th.

It is said that no suggestion made to the N. C. U. of England, is recognized, unless made by one of the Executive. We can sympathize with them, as a similar state of affairs exists in this country.

The President of the Jamaica Plains Bicycle Club is a policeman. If he is endowed with the same instinct for using the locust that characterizes the metropolitan "bobby," it should be a great club.

A Newark paper says it should not be surprised if some genius should come out with a folding pocket bicycle, which could be set up in ten minutes. It takes the native Newark imagination to conjure up a good thing.

Pittsburgh is to have a grand race meeting September 18th, at Exposition Park, under

the auspices of the four clubs of that vicinity, the Keystones, Allegheny Cyclers, Sewickley Valley Wheelmen and Pittsburgh Wheelmen. The half mile and mile L. A. W. championships have been applied for.

It is said that President Terry either has or threatens to resign from the Connecticut Bicycle Club. At the last meeting of the club, it was voted to withdraw from the L. A. W. and join the A. C. U., which is the cause of Mr. Terry's move.

How many more victories? The one mile bicycle championship of the world (first prize £50). open to all comers, was won on a Rudge. Besides this over one hundred prizes have already been won this year on Rudge Roadsters, Racers, Royal Crescents, Rotaries and Bicyclettes.—*The Cyclist*.

The Mayor, his wife, and the Civil Engineer of Chelsea, Mass., are all wheel enthusiasts. What a delightful town this should be. For instance, if Mrs. Mayor should happen to wheel into a rut, and get a shaking up, Mr. Mayor could issue an order for the improvement of the street, which the Civil Engineer would only be too happy to carry out.

A Western man, perceiving a bicycle coming along the road, rushed into the house, thinking to give his family a treat, and yelled. "There's a cyclone coming." The entire family were shivering with fear in the darkest corner of a dark cellar just two seconds after this announcement. They thought it was a real live western cyclone, which plays pool with houses, using church steeples for cues.

We call the attention of those of our readers, who habitually skip touring articles as so much wish-wash, to the story of a ride "Through the New Forest," the first part of which appeared in last week's *WHEEL*. It is written by an English wheelman, now a resident of New York, who is familiar with the lore and traditions attaching to every "sight" on the tour, and who dresses his expressions in charming English.

Mr. W. J. C. Elliott, a racing man of some repute in Melbourne, has just been successful in an action for an "interim injunction, to restrain the Victorian Cyclists' Union from declaring him a professional bicyclist," and "to have the minutes on the books referring to him cancelled." The Victorian definition is almost a fac-simile of the N. C. U., and makes especial reference to "other athletic exercises" as being amendable.—*Cyclist*.

Gormully & Jeffery have been much annoyed, for the past month, by the non-arrival of a package of consular invoices and important documents from the other side. The missing package turned up, however, the other day, having formed a part of the Oregon's mail. The bag was lost, and after floating about for several weeks, was picked up by a party of fishermen off Cape Hatteras, and three days after its recovery the papers reached Chicago. Fortunately, beyond showing plainly their intimate contact with the briny deep, they were not too much injured to be illegible.

We would call the attention of bicycle riders, and especially dealers in cycling goods, to the advertisement of Theo. Goetze & Co. Their elegant ribbed hose are made from fine Scotch knitting worsted, under their own superintendence. The worsted is spun so that the hose are close, and anything worn under them does not show through. Their Club hose are ribbed down to the ankle, with a plain knit foot, while the Columbia hose have a rib extending down the front of the foot, giving a very neat appearance when worn with low cut shoes. The Messrs. Goetze are making special inducements to the trade.

Wanted—A Cycling Organist.—In the absence of Cuthbert D. Vesey, will some cycling musician whose feet are accustomed to the use of the organ pedals as well as those of his steel steed, give his services at Ripley Church for the Cyclists' Service during the three next ensuing Sundays? Miss Onslow, who so kindly officiates on Sunday afternoons, will be leaving Ripley this week for a few Sundays, and the chance offers itself for some gifted cyclo-organist to earn a bubble reputation, even at the organ's keyboard. Such willing soul should communicate with the Vicar at Ripley by letter.—*Cyclist*.

Mr. R. P. Gormully, of Gormully & Jeffery, sailed for Europe, accompanied by his brother, the eminent Canadian barrister, on the Etruria, last Saturday, from New York. The large and rapidly growing business of this enterprising firm has demanded the arduous attention of its business head, so that Mr. Gormully was pretty well worn out and compelled to take a vacation. He will be absent in the neighborhood of six weeks, most of which time will be spent in England. It would seem that most of our American manufacturers were in Europe this season. Mr. Gormully, however, will not spend any time among the English manufacturers, as the Gormully & Jeffery wheels are entirely manufactured and designed in this country.

THIS IS THE MONTH
THAT WE ARE RUNNING RECENT TESTIMONIALS.

YOU WILL NOTE A DIFFERENT ONE IN EVERY CYCLING PAPER.

Here is an Editorial Comment from the *American Wheelmen* for May, '86.

"Gormully & Jeffery's CHAMPION Bicycle is meeting with a remarkable sale, and it is not surprising, for the Champion is really a first-class wheel and is selling at a second-class price, viz: \$102.50. Some time ago we said in this column that the need of the hour was a first class wheel at a low price, and Messrs. Gormully & Jeffery have promptly filled the breach, and are now reaping their reward. The Champion is just as handsome, just as stanch, and just as reliable as any wheel on the market, and sells from \$22.50 to \$32.50 less. Comment is needless."

The foregoing is an honest unpaid for opinion of an expert who knows what he is talking about.

THE AMERICAN CHAMPION

IS MANUFACTURED BY

GORMULLY & JEFFERY,
CHICAGO, - - - ILLINOIS.

MAKERS OF THE WELL-KNOWN

American Cycles,

Which are high grade machines at reasonable prices.

NEATEST CATALOG IN THE TRADE FREE.



Single Copies - - - - 5 Cents.
Subscription Price, - - - One Dollar a Year.
Clubs of Six, - - - - Five Dollars.
European Subscription, - - - 5 Shillings.

Wheel Combination Subscriptions.

	PER YEAR
Wheelmen's Gazette and The Wheel	\$1.00
The Cycle and The Wheel	1.75
Bicycling World and The Wheel	1.50
Harper's Young People and The Wheel	2.00
Outing and The Wheel	3.00
Century and The Wheel	4.00
Atlantic Monthly and The Wheel	4.00
Harpers's Magazine and The Wheel	4.00
Harper's Weekly and The Wheel	4.00
Harper's Bazar and The Wheel	4.00
Puck and The Wheel	5.00
Princeton Review and The Wheel	3.00
Eclectic Magazine and The Wheel	5.00
Frank Leslie's Illus. Paper and The Wheel	4.00
Frank Leslie's Sunday Mag. and Wheel	2.50
Frank Leslie's Pop. Monthly and Wheel	3.00
Appleton's Pop. Sci. Monthly and Wheel	5.00
North American Review and The Wheel	5.00

Published every Friday morning by
CENTRAL PRESS & PUBLISHING CO.,
Box 444, 12 Vesey Street, N. Y.
and entered at the Post Office at second class rates.

To Subscribers and Correspondents.

Subscribers must be particular to notify the Publishers promptly of any change in their address. If they do not receive their papers regularly it is on this account.

Contributors and correspondents will please separate general correspondence to the Editor from matter intended for publication. Always sign (confidentially) full name and address, with *nom de plume*, as no attention is paid to anonymous contributions. Write only on one side of the sheet, and have all communications sent in by Monday morning at the latest.

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL, should be addressed to the Company. Make all Checks, Express Money Orders, and P. O. Money Orders payable to CENTRAL PRESS & PUBLISHING Co. We cannot use stamps other than the two or one cent issue.

JOURNALISTIC SPLEEN.

In the last issue of *Recreation*, is republished our well-meant comments on Mr. and Mrs. Johnson's record ride, illustrated with choice falsehoods and impertinent remarks. Of course, they will never be read by anybody, besides the editor and proof-reader perhaps, but it is just as well to correct some of our contemporary's ideas. We are informed that, as we do not ride the wheel (falsehood number one), we cannot be expected to know any better than to indulge in remarks about the delight of riding over ploughed fields (falsehood number two). This is what we might call an "intense" case of a glass house resident playing base-ball. We are well acquainted with the editor, or at least the gentleman whom we presume to be the editor of *Recreation*. But a few weeks ago, he told us he was making great progress, under the tutelage of a Newark riding teacher, in his efforts to master the bicycle, and that he expected to be expert enough to shortly make his debut on the

road. We met him at the League race meeting, May 29th, and, as he blushing informed us it was the first race meet he had ever attended, we had the pleasure of giving him some points. Indeed, his enthusiasm over miles ridden in 3.30 was quite refreshing. The editor of this paper was assistant editor—virtually editor—of the *Cyclist and Athlete* from June, 1884 to March, 1885, and editor of THE WHEEL from April, 1885, to the present time, with the exception of a hiatus from October, 1885, to March, 1886. The editor of our Newark contemporary has not been in harness a year. It will thus be seen that it is a case of a mushroom throwing mud at an oak. We should liked to have spared our genial co-editor, but when our intelligence is doubted we always feel sad. Of late, the jealousies of several pusillanimous scribes have prompted them to slate us, but we treated them with silent contempt, which consideration, it is needless to mention, they did not deserve. But there are times when "forbearance ceases to be a virtue," and when treading on other people's toes is worthy of condign punishment.

By a unanimous vote, the League Racing Board has disclaimed entire jurisdiction over road racing, on the ground that it is improper to court serious accidents, and the displeasure of the people, by holding contests on a public road. This motive is very good so far as it goes, but the fact remains that we will have road races, the views of the Racing Board and others to the contrary, and having them, would it not be better to take hold of and regulate them. The N. C. U. legislates for road-racing, even though it may not favor that branch of the sport. Even considered as an evil, it is not the wisest plan to ignore, but to direct and limit that evil. It is probable that the A. C. U. may direct the doings of the scorchers, especially as they have adopted a code, based on laws recently formulated by the N. C. U.

We hear a great deal about the enterprise of English journals, but it is a fact, plainly evident to every American editor, that they have not yet learned how to properly write up a race meet. It is very indefinite to say: "The Whit-Monday sports of the Owl Bicycle Club attracted a large crowd to the recreation grounds." Where the recreation grounds are located we are given the privilege of guessing. A case in point is the report of the Lewisham races, at which Speechly made records for the one and three miles. The announcement of the first event is made in the following words: "Speechly in his heat lowered record to 2m. 34 4-5s." It might be interesting to the *Cyclist's* readers, how he made this record, and whom he beat. The three-mile event is fairly described, but the fractional mile times would have been interesting.

DR. BECKWITH AND EX-CHIEF CONSUL HILL ARRESTED.

CHARGED WITH CRIMINAL LIBEL.

President Beckwith was arrested last Saturday on a charge of criminal libel, made by Daniel H. Renton, of 229 Broadway. Ex-Chief Consul Hill was arrested on the same charge Monday afternoon. The President was taken before the Justice of the Peace of Port Richmond, Staten Island, who allowed him to depart on his own responsibility. Ed. F. Hill arrived from Peekskill late Monday night, was unable to find the justice, and was compelled to remain at a hotel over night, when he also was allowed to depart on his own recognizance. A preliminary hearing has been set down for Friday, at 10 a. m. but it is doubtful if it will take place, on account of another engagement of Renton's lawyer.

The charge is based on the expulsion of Renton from the League by the Board of Officers, and their subsequent refusal to act on a petition for reinstatement, presented at the officers, meet in Boston.

It will be remembered that Renton caused the arrest of E. M. Aaron last September, on the same charge, basing it on the Secretary-Editor's comments on Renton's appearance at the Scranton meet. That suit was compromised, the Secretary-Editor agreeing to publish a retraction, and pay the costs of court, and the fee of Renton's counsel. At the Board meeting held in February, an unsigned communication was presented, recommending Renton's expulsion on the grounds of conduct unbecoming to a gentleman, and threatening to arrest an officer of the League. The recommendation was endorsed by the Chief Consul E. F. Hill, and was signed by C. K. Alley, G. Carleton Brown, T. J. Kirkpatrick, E. F. Hill, and President Beckwith. Renton claims that both charges were unfounded, and thinking he should be given an opportunity to disprove them, he petitioned for a hearing, and asked for reinstatement. The Board refused to receive the petition, whereupon Renton obtained warrants for the President, the Chief Consul and the others who had signed the recommendation to expel him. The other warrants are expected to be served at any moment. It is claimed that the publication of the charges was libelous.

The result of the preliminary trial will be awaited with feverish interest. The indicted men are greatly incensed over the arrest, and threaten suits for false imprisonment.

Indeed, fortunate is a house which has little of a previous season's stock on hand, and few houses are ever in that prosperous condition. The Pope M'f'g Co. of Boston, notwithstanding that it is the largest cycle house in the world and consequently must carry an immense stock, has always been fortunate in not being obliged to carry over an abundance of any previous year's stock, and on the first of July of the present season there were not any Expert Columbias, Columbia Light Roadsters, nor Columbia Racers of the pattern of 1885 in stock, the highest compliment which the wheelmen of America could pay these popular machines.

THE SOUTHERN TOURNAMENT.

THURSDAY, JULY 15TH.

Columbus, Ga., July 15.—The Southern bicycle tournament began here this afternoon, and will continue three days. There are a number of visiting wheelmen in attendance, from St. Louis, Memphis, Montgomery, Macon and other cities. The attendance of spectators to-day, Thursday, July 15th, was very large.

SUMMARY:

One mile novices—C. H. Dillingham, Columbus, 1st; E. L. Pease, Columbus, 2d; J. B. Barnett, Eufaula, 3d. Time, 3.26½.

One-half mile safety—R. H. Polk, Montgomery, 1st; C. P. Dillingham, Columbus, 2d. Time 1.22½.

Five miles bicycle, Georgia championship—T. L. Ingram, Columbus, 1st; C. S. Gurnsey, Macon, 2d. Time, 17.24½.

Half-mile boys' handicap—G. H. Mason, Columbus, 1st; Will Bedell, Columbus, 2d. Time, 1.48½.

One mile bicycle handicap—C. H. Dillingham, Columbus, 1st; E. L. Pease, Columbus, 2d; P. W. Stone, St. Louis, 3d. Pease and Dillingham had 250 yards start. Dillingham's time 2.44, Stone's 2.56½, the best Southern record.

Half-mile bicycle, open—G. A. Davis, St. Louis, 1st; T. L. Ingram, Columbus, 2d; C. T. Gurnsey, Macon, 3d. Time 1.26.

Half-mile bicycle handicap—J. A. Lewis, St. Louis, 1st; C. H. Dillingham, Columbus, 2d; W. B. Perry, Eufaula, 3d. Time, 1.26.

Quarter mile bicycle, open—P. W. Stone, St. Louis, 1st; C. H. Dillingham, Columbus, 2d; E. L. Pease, Columbus, 3d. Time, 40 seconds.

FRIDAY, JULY, 16TH.

Columbus, Ga., July 16th.—The second day of the Southern bicycle tournament attracted another large crowd, and the races were more interesting than those of yesterday.

SUMMARY:

Two miles bicycle handicap—Won by P. W. Stone, St. Louis; C. H. Dillingham, Columbus, 2d; E. L. Pease, Columbus, 3d. Time, 6.01.

One mile bicycle, Georgia championship—Won by T. L. Ingram, Columbus; C. T. Gurnsey, Macon, 2d; R. A. Brantley, Macon, 3d. Time, 3.01½.

One-half mile, hands off—Won by C. H. Dillingham, Columbus; R. H. Polk, Montgomery, 2d. Time 2.02 1-4.

One hundred yards, slow race—Won by J. B. Whitlock, Eufaula; C. H. Dillingham, Columbus, 2d.

Three mile lap—Won by P. W. Stone, St. Louis; J. A. Lewis, St. Louis, 2d; R. A. Brantley, Macon, 3d.

Trick and fancy riding—Won by C. H. Dillingham, Columbus.

One-half mile bicycle handicap—Won by John A. Joseph, Columbus; J. A. Lewis, St. Louis, 2d; C. H. Dillingham, Columbus, 3d. Time, 1.22 1-4.

SATURDAY, JULY 17TH.

Columbus, Ga. July 17th.—This was the third and last day of the great bicycle tournament. The attendance was large and the racing interesting. Following is the result.

SUMMARY:

One mile bicycle handicap—Won by C. H. Dillingham, Columbus; J. A. Lewis, St. Louis, 2d; J. L. Barrett, Eufaula, 3d. Time, 2.56½.

One-half mile professional, best two in three heats—John M. Horton, Macon, won the first two heats; Polhill of Macon, 2d. Times, 1.31½, 1.24½.

One-half mile safety handicap—Won by R. H. Polk, Montgomery; C. H. Dillingham, Columbus, 2d. Time, 2.14.

One-half mile boys' handicap—Alfred Wilbern, 1st; Means Brannon, 2d. Time, 2.11½.

Ten miles Georgia championship—R. A. Brantley, Macon, 1st; C. L. Gurnsey, 2d. Time, 34.54.

One-half mile ride and run—C. H. Dillingham, Columbus, 1st; C. Jackson, Montgomery, 2d; W. B. Berry, Eufaula, 3d. Time 2.20½.

One mile—Time, 3.34. C. H. Dillingham, Columbus, 1st; J. A. Lewis, St. Louis, 2d; C. T. Gurnsey, Macon, 3d.

One mile professional, Southern championship—J. L. Polhill, Macon, 1st; John Horton, Macon, 2. Time, 3.08.

One mile bicycle handicap—P. W. Stone, St. Louis, 1st; C. H. Dillingham, Columbus, 2; J. T. Barnett, Eufaula, 3d. Time, 2.56½.

One-half mile, Star. race—W. Cook, Columbus, 1st; C. G. Sauls, Columbus, 2d; George Brown, Columbus, 3d. Time, 1.46.

The visiting wheelmen were banquetted at the Rankin house to-night, when the prizes were delivered to the winners.

RACING AT NORTH ADAMS.

Editor of THE WHEEL:—The following is a summary of the second annual race meet of the No. Adams Wheel Club, held on Monday, July 5th:

One mile novice race—Huntington Lee, Pittsfield, 1; H. G. Pierce, N. Adams, 2; Frank Livermore, Pittsfield, 3. Time, 3.13.

Three miles County championship—Won by C. D. Heath of Lee, who stopped at the end of second mile, Robt. Dewey the other starter dropping out at the end of the first mile. Heath's time was 6.25; first mile 3.05.

One-half mile dash—H. C. Getchel, Boston, 1st; H. S. Burdick, Albany, N. Y. 2d; H. F. Edmans, Troy, N. Y., 3d. Time, one-quarter, 43s.; one-half, 1.25 2-5.

One mile open race—H. L. Burdick, Albany, 1st; A. F. Edmans, Troy, 2d; H. C. Getchel, Boston, 3d. Time, one-half 1.33; one mile, 3.03 1-5.

One mile, boys' race—William Kiernan, Albany, 1st; T. W. Hawkins, Albany, 2d. Time, 3.29 4-5.

Three mile open race—C. D. Heath, Lee, 1st; Collins, Troy, 2d. Time, one mile, 3.13; two miles, 6.29; three miles, 10.13.

One mile tricycle race—William Gardiner Troy, 1st; J. M. Darby, N. Adams, 2d. Time 4.08 1-5.

One mile, 3.20 class—Homer Grant, Pittsfield, 1st; H. G. Pierce, N. Adams, 2d; Collins, Troy, 3d. Time, one-half, 1.33½; one mile, 3.07.

Five miles record race—H. L. Burdick, Albany, 1st; A. F. Edmans, Troy, 2d; C. D. Heath, Lee, Mass., 3d; Time, one-mile 3.10, two miles 6.31, three miles 10.00, four miles 13.40, five miles 17.10.

One mile consolation—Robt. Dewey, Pittsfield, 1st; H. P. Cole, Troy, 2d. Time 3.19 3-5.

One mile exhibition—By Weston, against best time made. Weston having no pace-maker failed, making the mile in 3.07 2-5.

Five mile race between W. J. Morgan and trotting horse—Horse won in 17.37. Morgan led for two miles, but was unable to hold out.

The day was favorable for fast time and had the track been in good condition, it would have been made, as there were some fast men entered.

Burdick took a bad header coming down the home stretch in one race and cut his arm.

Getchel took a header in the three-miles open race while leading, and the race would have been his, as he is much too fast for any of the men that were against him in that race; he also took a severe header in the five miles race.

Dewey of Pittsfield has made a mile in less than three minutes on the home track, and had he been in trim, he would have made fast time in the county championship race. He did not dare ride his racer on account of the roughness of the track. Heath, who rode a Star Racer, winning with ease, leading him about one hundred and fifty yards at the end of the first mile.

The attendance at the races was not very large, the club losing about \$5 on the meet. The club intends giving a tournament on a much larger scale next year.

RACING IN PORKOPOLIS.

A large number of wheelmen visited Chester Park, Cincinnati, last Saturday afternoon, to witness the races projected by the Avondale Club, which had been postponed for several weeks, on account of rain.

SUMMARY:

One mile novice—Frank Address, 3m. 21 3-4s.; M. J. Bell, second, by a long ways; Howard Justis, o. The last named—Justis—was attired in a green shirt and a defiant air.

Two miles scratch—Ed. H. Croninger, Covington, 6m. 48¼s.; D. Sammett, Avondale, second; T. L. Wayne, Avondale, third.

One-half mile dash—E. H. Croninger, 1m. 35s.; H. Justis, 1m. 27½s.; H. S. Rodgers, o.

One mile scratch—B. Burroughs, 3m. 06½s.; George Blinn, distanced; H. S. Rodgers, by a wheel.

One-half mile consolation—Tudor Estabrook, 1m. 33½s.; T. Wayne, second; Frank Hafer, o.

RACING AT BINGHAMTON.

Owing to the failure of our correspondent to materialize, we were unable to present a report of these races, and publish them at this late date merely as a matter of record. Binghamton (N. Y.) meet, held July 5. Summary: Two Miles—A. B. Rich, Brooklyn, 1st, in 5m. 56½s; H. S. Kavanaugh, Cohoes, 2nd, in 5m. 57s. One mile, novice—C. D. Kies 1st, in 3m. 4½s.; L. Davis 2d, in 3m. 5½s. One mile State championship—J. H. Rheubotham 1st, in 3m. 5¾s; H. C. Hersey 2d, 3m. 6s. One mile club—W. A. Platt, 11s. start, 1st; C. E. Titchener, scratch, 2d, in 2m. 55s.; W. H. Stone, 11s, 3d. Three miles—H. S. Kavanaugh, Cohoes, 75 yds, 1st, in 9m. 54s.; A. B. Rich, Brooklyn, scratch 2d; P. J. Duckelow, 95 yds, 3d. Ride and Run, one mile—W. H. Stone 1st, in 4m. 44½s.; C. J. Connelly, 2d. Three miles, 9m. 45s. class—C. E. Titchener, 1st, in 9m. 32¾s.; H. C. Hersey 2d, in 9m. 33s. One mile team race—Binghamton Club 1st, 15 points; Genessee B. C. 2d, 6 points; time 2m. 58s. Fred. Bump won the Boys' half-mile race in 1m. 43s., and P. J. Connell took the mile consolation in 3m. 10s.

BICYCLISTS RIDE ON THE COW-CATCHER.

GRAND FALLS, N. B., July 17.—The "Blue Nose" bicycle tourists arrived here at 6 p. m. during a thunder storm. Owing to numerous delays the train was one hour late. The entire party numbers thirty-eight, and a more sociable crowd it would be hard to find. A most humorous incident occurred between Aroostook junction and this place. Three of the wheelmen decided to ride on the cow-catcher of the engine for nineteen miles, and the heavy rain storm coming up, there was no escape for them, and when they alighted at Grand Falls they were thoroughly drenched by the rain, and blacked with the soot from the engine. To-morrow will be passed in rowing on the river and sight seeing about town.—Globe.

THROUGH THE NEW FOREST.

(Concluded.)

After a hearty breakfast, I left B—— to continue his way to Devonshire alone, while I was bound for Ripley, the place agreed upon to meet L——. As I had nearly the whole day before me, I sauntered along leisurely enough, occasionally stopping to refill my pipe and meditate on things in general. Away ahead of me was a trim little village, its ivy-clad church tower showing up well against the sky-line; the bells were ringing, for it was Good Friday, and the country folks were going to church dressed in their Sunday best, old men wearing the smock frocks of a past generation, decorated with innumerable pleats and curious stitches; younger men, in broadcloth clothes that never by any chance fitted them; but no one in a hurry. Nothing short of a flight of thunderbolts or a mad bull would make your true rustic quicken his pace, and even then he would require some time before he fairly grasped the situation.

Meeting L—— at Ripley, we pushed on to Alton, putting up for the night at the Swan Hotel, which, though more commonplace, was far more comfortable than my resting-place of the previous night. After a very early breakfast, we again "urged on our wild career," but our wild career soon received a temporary check. A black dog, thoroughly conservative in his disposition, and strongly objecting to these new-fangled bicycles, made a rush for L——'s wheel, by way of ventilating his opinions on the subject. The next moment L——, myself, the dog and the two machines were very much mixed up on mother Earth. The dog was the first to "catch on" to the situation he had brought about, and, not caring to face the consequences, beat a precipitate retreat to a cottage, howling with pain and, I trust, remorse, and more than ever disgusted with the noble sport of cycling. An old lady next appeared on the scene, and shared her dog's prejudices, for she began to rate us soundly for riding "them blessed verlosserpedes" over her beloved pet. Not caring to prolong this incident, we remounted and continued our journey without further adventure, arriving at Winchester at about noon. I can't let Winchester, originally (as the name implies) a Roman settlement, go by without saying a few words about it. Built on a hill-side, and surrounded by fertile country, and, for a time the capital of England, it is now, as far as mere numbers go, but a third-rate country town, yet still dignified by its glorious cathedral and historical associations.

There was something very incongruous in our wandering in bicycle array through that dimly lighted cathedral, that seems to belong to another and by-gone age, with its tombs and effigies, hewn in stone, of bishops and dignitaries who were powers in the land in mediæval times, but whose very names are now mostly forgotten. One would hardly be surprised should some monk of old step out from yonder gloomy cloister.

There are too many traces here of the havoc wrought by Cromwell's soldiers during the civil war, notably the western window, which is very large and of stained glass. This was destroyed by the "Round-heads," but the pieces were preserved and afterwards put together at hap-hazard, the effect being rather kaleidoscopic, but by no means unpleasing.

We seemed to breathe more freely when we got outside in the sunshine, and once more felt that we belonged to the nineteenth century, but the cathedral left a deep impression on us. Still, our trip to the middle ages did not prevent our doing full justice to a tender steak and a foaming tankard of Alton ale, nor were we unappreciative of a choice Havana after dinner.

A short, sharp spin over first-class roads brought us to the outskirts of the New Forest. I must confess I was a little disappointed with the Forest. I had expected to find great trees and tangled undergrowth, and a generally wild appearance, instead of that which might have been mistaken for a well kept park; close grass and here and there an oak, now some moorland, purple with heather, and now a common, blazing with golden gorse. Further on, I came to a crystal stream, rushing along its stony course, as though eager to leave this dull old Forest and see something of the great world beyond—to see the stately vessels at Southampton, with their precious freight of England's sons, bound to uphold her honor in Egypt, the Cape, and far-off India; to hear the noise and hubbub of a great city, and to teach us, as it finally mingles with the sea, no longer now a crystal stream, but a muddy and polluted river, that as we sail down the great river of life our experience is never gained without the contamination of sin and sorrow.

How much longer I should have continued moralizing in this strain I don't know, but my reverie was suddenly broken by a piece of hard biscuit whizzing past my head, and a cheery voice shouting, "Hello! old man, what in the world brings you here?" Looking around, I saw, with pleasure and astonishment, my old chum, Tom Hales, sitting on the bank munching biscuits. I pointed to my 55-inch "Will-o'-the-Wisp," made by Hucklebridge, of Chelsea, and answered that it would be obvious enough to anybody with any intellect and eyesight that the machine brought me. "I thought so," said Tom, a fat, jolly-looking fellow, "Yes, I thought the machine brought you, and not you the machine, for I see," looking at my shapely lower limbs, "you have left your calves at home." Having nothing handy to throw at his head, my only reply was a glance of withering scorn, and an offer to race him any distance, calves or no calves, which challenge he explained he couldn't accept, as he had just met with a nasty spill, spraining his wrist, breaking off a treadle-pin, and bending the crank so that the wheel wouldn't go round.

By this time, L——, who had been considerably in the rear, came up, and was duly introduced. I told him of Tom's accident, and he volunteered to ride to Ringwood, six miles off, and get a conveyance of some sort for the disabled bike. After waiting quite a time, L—— turned up, having procured a cart drawn by an equine living skeleton, whose proper place should have been in a dime museum. He (the horse, not L——) was also lame in one leg, and you could almost hear his bones rattle as he gently ambled along with a kind of hop, skip and a jump. We stowed Tom's broken machine and mine in the conveyance, directing them to be left at the hotel at Ringwood, and then we started for a delightful walk, arriving just about dusk.

Next day—Sunday—Tom, having had his

bicycle repaired, and his wrist not troubling him much, we all rode to Bournemouth, a fashionable watering-place on the English Channel, about one hundred miles from London and much frequented by people who have any pulmonary complaints. Notwithstanding the brilliant weather, and the soft breezes laden with scent from the pine woods surrounding the town, there is an air of sadness over the place, which the crowd of well-dressed people, handsome carriages and general signs of prosperity cannot drive away, for in so many people you notice the hectic flush and bright eye of consumption. We met on the pier a friend of L——'s who, a year ago, was an active member of our bicycle club; he was now being wheeled about in a bath chair, a victim of that disease.

Glad to escape from the depressing influences of Bournemouth, we started on our return journey, arriving at Lyndhurst, in the New Forest, in time for supper. We arose early next morning, and, by hard riding, covered the eighty miles which separated us from London; arriving rather late, but having enjoyed our outing most thoroughly. I can only say to any cyclist who intends visiting England; "Go, thou, and do likewise," and, given a pleasant companion and decent weather, you won't regret it.

T. I. B.

THE "ONLY" ECK WRITES.

The following amusing jargon was received last week, by the Minneapolis *Tribune*. Eck is extravagantly fond of the egotistical I, us and we.

"You can just bet that I am still 'the boss hustler,' and Prince is in great shape. He can 'do' any man in the world from 1 to 1,042 miles, and has rode one-third of a mile this year at a 2.20 clip. I made a private trial on the tricycle of one-quarter of a mile in 0.38 2-5 and a full mile in 2.59 1-5. When I get to the Springfield track I think I shall be able to make a mile in 2.45, and on a straight track like Hartford a quarter in 0.36. I expect Prince will do a full mile at Springfield in 2.29, and as he was the first to beat 2.40 I would like him to be the first to get into the 20's. Our route from here is to Akron, O., Mansfield, O., Ft. Wayne, Ind., Cheltenham Beach, Chicago, and then to Little Rock, Ark., where we get \$1,000 for exhibitions." From the latter place they go direct to Springfield, Mass., to train for the Fall tournament.

THOMAS STEVENS' BICYCLE.

Thomas Stevens, the around-the-world bicyclist, in a letter dated at Meshed, Persia, May 17, 1886, in speaking of his capture, says that the soldiers deprived him of his bicycle and fastened the big wheel to the back of a horse. It appears that the horse attempted to roll with the bicycle wheel upon his back, breaking eleven spokes of the wheel, and somewhat turning the wheel out of true. Stevens had six spokes with him, and was enabled to repair the bicycle somewhat. Some idea of the strength of American-made machines can be given in his words: "The absence of five spokes, and the rim pulled somewhat out of true made no visible difference in the strength of my wheel. I have ridden it up from Herat to Meshed, making 160 miles from Karez in two and a half days. After this, I feel that one cannot say too much in praise of the Columbia as a roadster. A machine that will stand 60 miles a day over Persian roads, with five spokes short, tires worn almost to the rim and the front wheel out of true, ought, with reasonable care, to last a person a lifetime for touring about his own country."

IT IS SAID.

That H. D. Corey is in the doldrums because Corey Hill has no more sides for him to subdue.

That the A. C. U. wants a handicapper.

That Stephen Terry is wrothy over the withdrawal of his club from the League.

That Burnham has joined the Columbia team, making an interesting and invincible quartette.

That Eugene M. Aaron has applied for admission to the A. C. U.

That the "Kangaroo" should be a popular mount in Australia.

That the "only" Eck thinks—this.

That the "only" Eck thinks—that.

That the "only" Eck is just now the Great Panjandrum and only Lord High Everything else of the American cycling.

That Bob Cripps is married.

That a number of local clubs visited the Wild West Show last Saturday.

That the Springfield Caledonian Club has presented Hendee with a diamond collar button in recognition of the record made at their games.

That Joe Pennell has been arrested in France as a spy.

That Joe's long wavy back hair was also taken into custody.

That the great and good of the "fourth estate" are laughing over the enterprize of a Boston reporter, who wrote up a tour which never came off.

That the Racing Board has reinstated Fred. Russ Cook, for reasons which can only be guessed at.

That the Cheltenham Beach Exposition people talk of a \$5,000 tournament, maker's amateurs and all.

That S. G. Whittaker has left the Simmons Hardware Co. of St. Louis.

That A. H. Overman and Col. Pope will do the Continent together.

That the man who timed Speechley's records is an expert swimming timer, and that the records may not go.

That Dr. N. P. Tyler has been re-elected official handicapper.

That the Pope M'f'g Co. will bring out a new Cripper pattern tricycle in the Fall.

That Mrs. Langtry presented the prizes at the Thespian English sports, with characteristic grace.

That Henry Irving presented the prizes at the London B. C. meet.

That the one mile A. C. U. championship will be run at the Hartford meet.

That Weber is taking a much needed rest at Smithville, where he will remain till late in August.

That a revised edition of the A. C. U.'s rules will shortly appear.

That the arrangements for the Hartford and Springfield tournaments are well under way.

That Springfield is suffering from a severe attack of "calliope" fever.

That an inventory of Eck's recent break-ages would make a young hospital surgeon grin with anticipation.

That at the English championship meet, the judge, G. Lacy Hillier, was completely fenced in, presumably to curb a habit he has of being all over the track at once.

That Asa Wendell, the trainer of the Columbia team is the best pusher-off on the path, always giving his man an advantage at the start.

That Rich has a younger brother who is a "hummer."

THE ENGLISH RACING PATH.

SPEECHLY MAKES TWO RECORDS.

At the Lewisham, B. C. meet, held at Crystal Palace on July 3d, H. A. Speechly won his heat of the mile handicap from scratch. Time, 2m. 34 4-5s., which is now the world's amateur record. The three miles handicap was a remarkable struggle, the three scratch men, Speechly, Adams and Fenlon, fighting up to the tape, and finishing in the order named, with only inches between them. The time was 8m. 20 1-5s., which beat Hillier's record of 8m. 32s.

W. F. Ball won the mile handicap at Leicester, on Saturday, July 3rd, in brilliant style, winning from the twenty-five yards mark, by ten yards, in 2m. 33 4-5s.

A successful meet was held at North Shields on June 30th and July 1st. W. A. Illston won the handicap mile in 2m. 48 1-5s., and the handicap half in 1m. 17s., but 4-5s. behind record. He was interfered with in this race, by two men taking headers, compelling him to slow up. Fred. Wood won the professional ten miles in the fast time of 29m. 45s.

The first race for the fifty guinea Irving Challenge Cup—five mile tricycle—was run at Lillie Bridge, on July 3rd, A. E. Langley winning in 16m. 27 3-5s.; J. Lee, second.

Three Irish Championships were decided at Dublin on the third, R. J. Mcreedy winning the one mile tricycle in 3m. 14 2-5s.; the mile bicycle in 2m. 47 1-5s., and the four miles bicycle in 11m. 45 2-5s.

The Professional Mile Record Goes—At Leicester—again on the third, which might be called a record Saturday—F. J. Lees won the mile handicap from the fifteen yards mark in 2m. 36s., and riding out the full distance, made the mile in 2m. 38s., beating record by 1 2-5 seconds. Howell beat Wood in the five miles; time, 14m. 59s.

TWENTY MILES IN 58M. 59S. ON A SAFETY.—F. W. Berridge claims to have ridden 20 miles in 58m. 59s., at Lillie Bridge, on Wednesday evening, July 7th. He rode a "Rover" safety, and there were six timers present. The following are the times claimed:

MILES.	M. S.	MILES.	M. S.
1	2.54	11	32.38
2	5.53 $\frac{3}{4}$	12	35.34
3	8.49	13	38.28
4	11.49	14	41.32
5	14.38	15	44.24
6	17.44	16	47.20
7	20.46	17	50.12
8	23.42	18	52.59
9	26.44	19	55.57
10	29.46	20	58.59

Twenty miles and three yards in one hour.

The Five Miles Tricycling Championship—Was decided at Glasgow on July 3rd, one thousand people being present. The track was four laps to the mile. The only interesting heat was the first, the other trials and the final being "waiting" races. Furnivall, who was suffering from the effects of a header, and who rode with knee-bandages, was beaten in the final. Summary. First heat—F. W. Allard, 16m. 24s.; George Gatehouse, by six yards. Second heat—P. Furnivall, 18m. 32 3-5s.; J. M. Inglis, by a yard. Final heat—Allard, 20m. 42 2-5s.; Furnivall, by six yards; Gatehouse, by a like distance. Time of last quarter, 41 2-5s. Neither of the men would make pace for the first 150 yards, when Gatehouse started out, with Furnivall second; Allard, third. This order was maintained for four miles, the men riding easily, enjoying a quiet *tete-a-tete*. Just previous to entering the last lap, Allard surprised the other two with a sudden dash, which put him fifteen yards ahead. Furnivall was after him in hot haste, and gained all the way, but was still six yards behind at the finish.

CYCLING TO SAN FRANCISCO.

George B. Thayer, of Hartford, Conn., the correspondent of the *Evening Post* of that city, is at present en route on his bicycle for San Francisco. He started on April 10th from Hartford, taking the road through the southern part of the state, struck the Hudson at Tarrytown, went to Albany, stopping at points of interest, took the Erie Canal tow path across the State, but left it, as the riding was execrable. He was entertained by members of the Buffalo Bicycle Club, C. W. Adams going with him to Niagara. He then followed the Lake Shore to Cleveland, from there South to Columbus, on to Indianapolis and Chicago, where he spent a week. From Chicago he went to Grinnell, Ia., where he has a brother, and from there to Omaha. At Omaha he was joined by Mr. J. A. Halsey of the Kansas City Bicycle Club, who was about to take the same trip, and they agreed to go together. They visited Colorado Springs, "the Garden of the Gods," Palmer lake, and all the wonders of that section, and ascended Pike's Peak. They then struck northwest for Fort Collins, Longmont and Laramie. From the last point to Rawlins they had a hard time, walking 110 miles through the desert, suffering from the heat, hunger and thirst. On July 7 they had just been through Echo Canyon and were on their way to Salt Lake City, which they have probably reached before this. They will probably visit Tahoe and Big Trees, Yosemite, the Geysers and other places of interest.

They find people cordial and generous in the extreme. Crowds collect about them at every town. Their expenses have averaged less than \$1 a day. Mr. Thayer's Expert bicycle has withstood the travel of 2500 miles, as shown by the cyclometer, without a breakdown. He is making this bicycle journey in order to secure a more intimate knowledge of the country, its towns and cities, and the people, than he could obtain in any other way. The journey is not made to make or break a record, or to make time; it is purely for information, experience and pleasure.—*Globe*.

THE WHEEL.

McCOY & WILLIAMS,

SOLE AGENTS FOR THE

SPARKBROOK

TANDEMS.

(HUMBER TYPE.)

Which are unsurpassed in ease of propulsion, strength, lightness and finish. Send for Catalogue.

373 Main St., Orange.

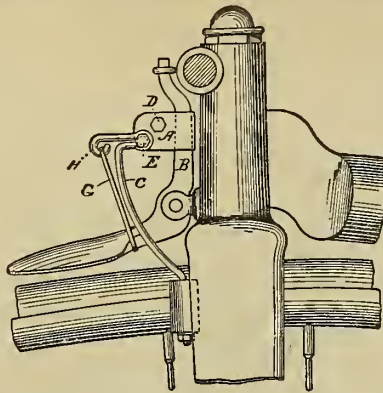
McCOY & WILLIAMS,

Largest American Manufacturers of 'Cycle Saddles and Tool Bags.

24 & 26 Mechanic St. Newark, N. J.



Foot's Anti-Header.



Attached to any modern Bicycle in two minutes. Prevents nine-tenths of the "headers." Steadies the Bicycle. Makes pedal mount easy.

\$1.50, Post Paid.

OVERMAN WHEEL CO.,

—Boston.—

FOR SALE, EXCHANGE, WANTS.

RUDGE RACERS.

Attention Racing Men.

1 53	Rudge Racer, used twice,	-	\$90.00
1 54	" " " three times,	-	90.00
1 55	" " " never ridden,	-	90.00
1 57	" " " " " " " " " " " "	-	90.00

Saddle on backbone, and all latest improvements. Apply early.

STODDARD, LOVERING & CO.,

152 to 158 Congress St., Boston.

FOR SALE.—THE WHEEL, Vols. VI. and VII., bound. Vol. VIII. unbound. Price for the three, \$4.

J. W. DROWN, Brattleboro, Vt.

YOUNG WHEELMAN having traveled extensively, would accompany gentleman, going abroad. For further particulars address,

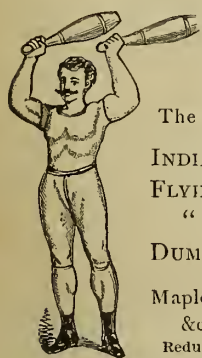
WM. HEYNY, JR., 301 Sixth St.

FOR SALE. VICTOR TRICYCLE, 1884 pattern, in excellent condition; also Stanley Wheel Washer. Price \$75. Address, H. B. CULVER, 146 Broadway.

WANTED TO EXCHANGE.—54-inch Expert for 52-in. Expert, Rudge or Victor. Call or address, 193 Clermont Ave., Brooklyn, N. Y.

FOR SALE.—Improved Columbia three track tricycle with power gear, almost new and in best condition. Reasons for selling and price made known.

EDW. C. GRAY, P. O. Lock Box 16, Oxford, Chenango Co., N. Y.



BORNSTEIN,
King of Clubs!

The Only Man in the City who sells

INDIAN CLUBS, any size, \$1 per pr

FLYING TRAPEZE, " \$1 each.

" RINGS, " \$1 pr pair

DUMB BELLS, any weight, 5c. pr lb

Maple Wood Dumb Bells, Wands.

&c. for Calisthenic Exercises.

Reduction made to Schools & Gymnasiums.

Salesroom, 17 Ann Street, New York.

ONLY \$4.00 ONLY \$4.00

for a pair of Punnett's celebrated Jersey cloth knee breeches. Durable, comfortable, and neat fitting. Try a pair; you will use no other. Send regular measures. Write for sample of cloth and measure blanks.

PUNETT, Merchant Tailor,
ROCHESTER, N. Y.

BOSTON SPORTING SHOES.

Pat'd Aug. 1, '82.



Bicycle.

Base Ball.

Sprinting.

Gymnasium.

STRICKLAND & PIERCE.

156 SUMMER ST.,

BOSTON.



EASY PAYMENTS.

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

TREMENDOUS SLAUGHTER IN

Bicycle Hose.

We have on hand a large quantity all wool ribbed hose, which we shall sell at the ridiculously low price of 57 cents per pair, post-paid. Those that are no better are sold everywhere for from \$1.00 to \$1.25 per pair. We have them in three colors—Black, brown and Navy Blue. All sizes.

THE GREGHILL MFG. CO., Meriden, Conn.

GEO. R. BIDWELL,

313 W. 58th Street,

NEW YORK.

Near 8th Ave. and Entrance to Central Park.

Sole Agent,

NEW YORK CITY AND VICINITY, FOR

THE RUDGE
Bicycles * and * Tricycles.

COLUMBIA CYCLES

ALWAYS IN STOCK.

American and English Sundries.

GOODS SOLD ON INSTALLMENT PLAN.

I rent Rudge and Columbia bicycles and tricycles to responsible and competent riders at reasonable rates.

I sell Rudge and Columbia bicycles and tricycles on easy terms.

I have the most complete and varied stock of wheels and sundries in the city; showing six of the leading makes—ALL WINNERS.

I have a large riding hall, where I teach bicycling free to purchasers and at reasonable rates to others.

I have a well equipped repair shop and guarantee our work and prices.

Send for my catalogues, terms, etc.

MY INSTALLMENT PLAN.

Realizing that the price of a bicycle or tricycle deters many from purchasing, I have adopted this system, and am prepared to sell to those who can furnish me with satisfactory references, any bicycle or tricycle from my stock on this plan. Many arguments can be made for and against this system of purchasing; but my previous experience, and I believe that of my customers, proves that it is entirely satisfactory, and enables many to own a wheel who could not otherwise do so. I do not charge an exorbitant price on this system, but merely an advance over the cash price of enough to cover interest and cost of transacting the business. Neither do I require chattel mortgages on personal property, endorsed notes, or a guarantee from real estate holders to secure me. I have made my plan of selling in this way as simple as possible, and only desire to know that my customer is honest, and will deal with me in a business-like manner. I shall be pleased to send my circular and terms on application to any part of the country.

GEO. R. BIDWELL,

No. 313 West 58th St., New York.

MISCELLANEOUS.

[Advertisements inserted in this department; not over four lines nonpareil, for \$10 a year.]

MURRAY'S, 100 Sudbury Street, Boston, Mass., is the Eastern Headquarters for the American Challenge, Safety and Ideal. These are high grade machines at low prices, and the best wheels in the market for the money. Send 2-cent stamp for large illustrated catalogue.

MURRAY'S, 100 Sudbury Street, Boston, Mass., is the place to get your repairing done. I make a specialty of parts for repairs, and keep a large stock on hand. Am successor to the late Cunningham Co. Send 2-cent stamp for price list, discount to the trade.

I HAVE a few more Harvards, Yales, and Cornells left, which I am selling at greatly reduced prices; also Meteor Sociables. Old machines taken in exchange for new ones. The only place where you can get the parts of the above machines. Send for second-hand list to Murray's, 100 Sudbury Street, Boston, Mass.

CHICAGO, ILL.—THE JOHN WILKINSON CO., 68 Wash Avenue, makers of Bicycle Hose Supporters. The best style made. Price per pair, 35 cents by mail. Agents for the Columbia Bicycle. Send stamp for catalogue.


PORTLAND, ME.—LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON.



NERVOUS
DEBILITATED MEN.

You are allowed a free trial of thirty days of the use of Dr. Dye's Celebrated Voltaic Belt with Electric Suspensory Appliances for the speedy relief and permanent cure of *Nervous Debility*, loss of *Vitality* and *Manhood*, and all kindred troubles. Also for many other diseases. Complete restoration to Health, Vigor and Manhood guaranteed. No risk is incurred. Illustrated pamphlet in sealed envelope mailed free, by addressing

VOLTAIC BELT CO., Marshall, Mich.



HOLDFAST®
TIRE CEMENT

PUT UP IN 2 OZ. STICKS

PRICE 20 CTS.

SENT POST PAID ON RECEIPT OF PRICE

=H.B.HART, 811 ARCH ST. PHILA.=

NOW IS YOUR CHANCE.—A CLEARANCE.

38-in. Otto, painted, in good order	\$15 00	paralled bearings	-	\$50 00
34-in. Eclipse, painted, new	25 00	50-in. Standard Columbia, painted,		
38-in. " " " "	30 00	cone bearings	-	40 00
42-in. " " " "	37 50	52-in. Expert Columbia, nickeled		
46-in. " " " "	47 50	wheels, bargain, 1885	-	80 00
42-in. Standard Columbia, painted,		52-in American Club, full nickel, ball		
good order	35 00	all around	-	85 00
46-in. Standard Columbia, painted,		54-in. D. H. F. Premier, enameled	-	75 00
good order	40 00	54-in. Expert, full nickel, balls all		
48-in. Standard Columbia, full nickel		around, 1885	-	85 00
almost new	60 00	54-in. American Challenge, new		
48-in. Harvard, painted, ball bearing	45 00	enameled	-	76 00
50-in. English, Nickeled, backbone		Rudge Tandem	-	150 00
and fork, balls all around	75 00	Genuine Humber Tandem, new,		
50-in. Standard Columbia, painted,		lamp and bell	-	235 00

T. HUNT STERRY.

IMPORTER AND DEALER,

435 Flatbush Ave., Brooklyn, N. Y.

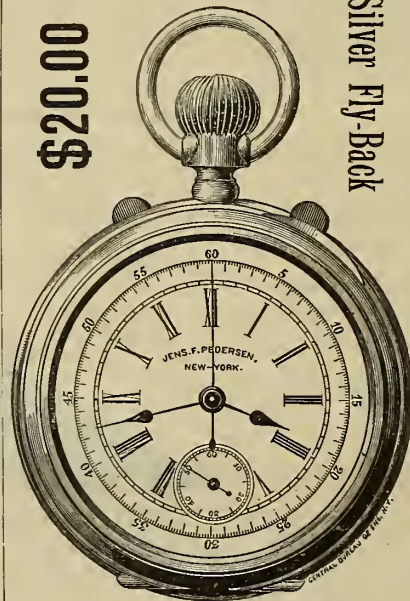
BICYCLE
MEDALS.

ATHLETIC
MEDALS.

LAWN TENNIS.
MEDALS.

CLUB * BADGES.

Jens. F. Pedersen,
MANUF'G JEWELER.
1½ MAIDEN LANE,
—N. Y.—
MAKER OF THE L. A. W.
Championship Medals.



Silver
Fly-Back

\$20.00

TWENTY DOLLARS!

For the latest, lowest priced
and one of the best

CHRONOGRAPH
* WATCHES. *

IN THE MARKET.

Silver, Open Face Stem
Winder and Stem Setter.

START, STOP and FLY-BACK.

Accurate and Guaranteed by

JENS. * F. * PEDERSEN,

Importer of Watches.

1½ MAIDEN LANE,
NEW YORK.

One Year's Subscription to "THE WHEEL"
FREE! FREE! FREE!

Of course every intelligent wheelman wants to read one or two of the best Wheel papers, and every cultured wheelman wants to read one of the best weekly or monthly magazines, such as *Outing*, *Harper's* or *Leslie's Weekly*, *Puck*, *Harper's Magazine*, *The Century*, etc. By subscribing to any of the following publications, through us, you save the subscription or news agent's commission, and receive a copy of THE WHEEL without extra charge.

JUST LOOK AT THESE

REMARKABLE COMBINATION OFFERS!

SENT FOR ONE YEAR.

Wheelmen's Gazette and the Wheel	-	-	\$1.00
The Cycle and The Wheel	-	-	1.75
Bicycling World and The Wheel	-	-	1.50
Harper's Young People and The Wheel	-	-	2.00
Outing and The Wheel	-	-	3.00
Century and The Wheel	-	-	4.00
Atlantic Monthly and The Wheel	-	-	4.00
Harper's Magazine and The Wheel	-	-	4.00
Harper's Weekly and The Wheel	-	-	4.00

SENT FOR ONE YEAR.

Harper's Bazar and The Wheel	-	-	-	4.00
Puck and The Wheel	-	-	-	5.00
Princeton Review and The Wheel	-	-	-	3.00
Eclectic Magazine and The Wheel	-	-	-	5.00
Frank Leslie's Illustrated Paper and The Wheel	-	-	-	4.00
Frank Leslie's Sunday Magazine and Wheel	-	-	-	2.50
Frank Leslie's Popular Monthly and Wheel	-	-	-	3.00
Appleton's Popular Science Monthly and Wheel	-	-	-	5.00
North American Review and The Wheel	-	-	-	5.00

Send for sample copy. It won't cost you anything.

CENTRAL PRESS & PUBLISHING CO.,

P. O. Box 444,

12 VESFY STREET, NEW YORK CITY.

SPOKES.

The balance now in our Division Treasury is \$1,376.69.

V. C. Place pushed his 58-inch Rudge racer to the front in the one-mile L. A. W. championship at Cleveland.

President Beckwith has made arrangements with Browning, King and Co, 406 Broome street, New York City, whereby the latter will furnish L. A. W. members with a seersucker blouse, at \$5.00

We were somewhat astonished, last Friday afternoon, by the arrival of the *Bulletin*. In this issue, by the way, editor Aaron pays the promptness and efficiency of our Secretary-Treasurer a deserved compliment.

At the Staten Island A. C. games, held last Saturday, A. B. Rich won the two miles handicap from scratch in 6m. 13 2-5s.; E. J. Halsted, Harlem Wheelmen (225 yards), second; E. Valentine, K. C. W (75 yards).

Chas. Ware, of Marblehead, has lately been covering himself with glory. He won four first prizes at the Montreal Races, and two first and one second on Boston Common the 5th of July. He rode a 55-inch Rudge racer.

Some fast work was done at Crystal Palace on Wednesday, June 30th. In the mile handicap, J. E. Fenlon rode a yard behind 2.43 1/2; Speechley rode in 2.42 4-5, in the first round; 2.41 1-5 in the second, and won the final in 2.42 1-5.

Mr. A. Kennedy-Childe, eminent English cycling legislator, has arrived in this country. Although for a long time a resident of England, he is a native of America. He will remain about a year in Hartford, Conn., at which place his parents reside.

"It prevents the wheel from revolving backward, thus making the pedal mount safe and easy, and making possible a still pedal mount from behind. It is worth its cost as an aid in learning the pedal mount."—*Foot's Anti-header*. Sold by the Overman Wheel Co.

At the Boston Cycle show, the largest crowd gathered around the exhibitor of that little contrivance, Foot's anti-header. It prevents all danger of the wheel rolling back from under the rider when riding steep hills. It steadies the running of the bicycle, by preventing all kicking up of the little wheel.

A contemporary says that a *cyclometer* was recently given as a prize in a race. We have never before heard of this instrument, but guess it is used to measure the proportion of clam used in sea-shore chowder. We believe the Society for the Propagation of Suicide compels the caterer to use at least one clam in every gallon of chowder, and this instrument may be designed for the purpose of locating the clam.

W. H. Langdown, amateur champion bicyclist of Australia, and Captain of the Pioneer Bicycle Club of Christchurch, New Zealand, sailed Saturday for Springfield, and is expected to reach there about August 20th. He will take part in the bicycle tournament there, entering the one mile race for the championship of the world.—*Lynn Bee*.

We doubt Langdown's claim to the Australian championship. Con Dwyer recently beat J. H. Shackelford, the acknowledged champion, and is therefore entitled to the championship.

Dr. Beckwith publishes a letter in the *Bulletin* in reply to a communication from Mr. Ducker, which recently appeared in that paper. He maintains that Mr. Ducker was guilty of malfeasance by heading an association antagonistic to the League, which was undoubtedly the position of the A. C. U. from the time of its inception up to Mr. Ducker's retirement.

We have the laugh on the *Bi. News*. The editor of that paper suffers from a permanent attack of Yankeeophobia, the symptoms of which are a strong inclination to yelp and rave at everything American. But in the last issue of the *News*, the editor steps over the pond, to find an Americanism with which to express his enthusiasm. He says, "We congratulate Messrs. Long and Lean on their latest effort in the advertising line. It simply, to borrow an American term, 'licks creation.'" Ha! ha!

C. H. Dillingham enjoys an outing—At the Southern three days tournament, C. H. Dillingham made a remarkable record winning 7 firsts, 7 seconds, and one third, or fifteen prizes out of seventeen open events. He began with the novices, ran away with the handicap, showed judgment by winning the times race, and skill by placing himself in the slow race and fancy riding contest. He had also something to say in the safety races. Altogether he proved himself what might be called a "versatile" man.

The long-distance lunatic is whooping her up just now. Distance is everything, pleasure nothing. We rise to remark that the long-distance lunatic never rides more than a year or two. He is usually of youthful and tender age, impetuous, and generally sports black tights. He glories in headers and gloats over a barked nose. He has no interest in anything but miles, miles. He is constantly examining his cyclometer, and only happy when the hands count off the miles by the thousand. Poor, foolish infant, what lots of pleasure he misses.—*Bi. World*.

On Sunday, July 11th, Mr. E. I. Haisted, of the Harlem Wheelmen, who holds the club medal for the 24-hour road record, attempted and succeeded in breaking his previous record of 104 1-8 miles. He left the club rooms at 4:35 A. M. and rode the first fifty-five miles without a dismount; during the heated part of the day he took his time, and finished at 10 P. M., with 151 1-8 miles to his credit. Elapsed time, 17 hours and 25 minutes. Riding time 14 hours and 59 minutes. The roads were good, and Mr. Halsted met with no accidents.

Independence Day at Hagerstown, Md. was celebrated by the wheelmen with a parade in the morning and a race meet in the afternoon. At 10.30 the church and fire-bells began to ring summonses to wheelmen and towns-people. When the former had assembled, the mayor of the town made an address of welcome, to which Mr. J. Kemp Bartlett, the C. C. of Maryland, responded in appropriate terms.

The parade included 158 people, the following clubs being represented: Hagerstown B. C., Williamsport, Pa., B. C., Martinsburg, W. Va. B. C., Woodstock, Va. B. C., Capital, Washington, D. C., P. C., Washington D. C., B. C., Maryland B. C., Baltimore, B. C., Cycling Ramblers, Westminster, Md.

Another lady correspondent has appeared in the person of *Iris*, of *Recreation*. As usual with female correspondents, she opens with an essay on that inexhaustible subject; "What to Wear."

The Connecticut Bicycle Club of Hartford has adopted the following:

Whereas, It is understood that steps have been taken by the officers of L. A. W. to remedy the existing breach in the organization, caused by the decisions of the Racing Board, and the action of the Connecticut Club in taking the initiatory steps in leaving the L. A. W., was based solely upon dissatisfaction with their decisions and their injustice to racing men and clubs who give races;

Resolved, That the motion now before this club striking out the L. A. W. clause from the club's by-laws lie on the table until the next meeting.

Postponed races.—The race meet of the Interstate Bicycle Association which was to have been held at Youngstown, Ohio, on July 15th, had to be postponed on account of the terrific rain storm to July 29th. The entries have been reopened to July 27th by Frank McCay, the secretary. A number of wheelmen from distant cities had come to witness the races, and they were greatly disappointed. On the evening of the 15th an entertainment was held in the rink, the feature of which was fancy riding by Tommy Finley and unicycle riding by Barber.

FURNIVALL VERY ILL.—Furnivall is suffering from synovitis of both knees. This is an inflammation of the synovial membrane, which contains the synovial fluid that oils the knee joints. It is a dangerous disease, and if he does not rest it will undoubtedly cripple him for life. After the shock of his fall, for which he has to thank the culpable carelessness of his tyre-fixer, and the setting in of synovitis, he had no business to practice, and race for the mile championship, much less for the five miles. His defeat in the latter race is but nature's punishment for his folly in setting her dictates at defiance. And if he perseveres in his imprudence he will assuredly have to pay the penalty for it, and become more or less a cripple for life. All who wish Furnivall well should unite in urging him to take a complete rest for the remainder of the season. Then he will be fit for the championships next year.—*Bicycling News*.

The following is a full list of the "Blue Nose" tourists who left Boston for Grand Falls, New Brunswick, last Friday night: F. A. Elwell, E. G. Whitney, Sanford Lawton, J. E. Beal, G. E. Cane, W. H. DeGraaf, Charles B. Davidson, C. W. Griffith, F. W. Hanford, W. H. Selvely, D. E. Miller, W. C. Marsh, F. A. Lindsey, F. H. Messer, Geo. R. Macausland, J. W. Macausland, Armend Wendell, C. A. Hazlett, H. M. Bennett, E. H. Elwell, F. L. Godet, G. P. Morrell, J. B. Moore, W. R. Pitcher, W. H. Gray, F. J. Arnold, O. W. Temple, E. S. Kennard and E. C. Tewksbury.

Heath of Lee, the jolly countryman, takes the Berkshire championship in cycling this year. He is the happy Heath this day. A reporter asked him if he was going to wheel it home. Said he: "I'd look nice dragging those prizes along on a bicycle, wouldn't I?" Heath was the favorite with the audience at the Fair ground on Monday. He looked so happy, his manner was so unsophisticated, that every one rejoiced to see him happy. He has a peculiar method of training for a race. He rides ten miles, then takes a two hours' bath in the river, then lays on the grass for a while. It would kill any one else. Monday night he ate at one time, in one restaurant, two plates of ice cream, some raw clams, three glasses of sarsaparilla, cake, lady-fingers—oh! the cannibal!—and pickles, and said after that he "never felt better in his life."—*North Adams Transcript*.

THE WHEEL.

HUB HAPPENINGS.

Nothing new has developed during the week in connection with the A. C. U.-L. A. W. war. It is now understood on both sides, that a sort of armistice would be desirable, so that the leaders may survey the field, and either resume war, or enact a permanent treaty of peace. The League officials protest that they will not compromise, but they admit that the A. C. U. rules are now acceptable. The Chairman of the Board has sent out the rules to his confreres for approval, and the vote will probably result in his views being carried out.

On Sunday the Boston Club had an informal run to Squantum, and the Cambridge Club took their regular run to Downers Landing.

Gideon Haynes will not return from his Western trip till September.

At the next meeting of the Massachusetts Club, the question of joining the A. C. U. will be brought up.

Captain Peck, of the Massachusetts Club will ride to Portsmouth this week, to meet the Blue Nose tourists, and escort them into Boston.

The Pope Mfg. Co. now closes its warehouses at 3 p. m. on Saturdays.

During the months of July and August, the Massachusetts Club will hold short runs every Saturday afternoon, leaving the club house at 3 p. m.

The meeting called by President Ducker for last Saturday, at which the question of his enforced retirement was to be discussed, was declared off at the last moment. Evidently something is in the wind.

The Berkshire County Wheelmen of Pittsfield, Mass. have arranged to hold their third annual tournament, September 10th and 11th. The success of this meet in past years seem to warrant the club in giving a two days' meet this season. Occurring as it does, about the time of other large tournaments, all the English racing men will be in America, and an effort will be made to have them all race at Pittsfield. The club will spare no effort towards ensuring the success of the meet, and money will be lavishly expended for prizes, which will be of unusual elegance. The events will be run under L. A. W. rules. Following is the programme: First day—One mile novice, three mile, Berkshire county championship, one mile invitation, five mile record, professional; half-mile open, two mile invitation. Three mile Berkshire County Wheelmen championship, five mile handicap, open. Second day—One-half-mile invitation, three mile professional, two mile open, five mile handicap, invitation; one mile three-minute class, open; one mile professional, three mile record, invitation; five mile record, open; one mile consolation. All entries should be made to W. S. Kells, Secretary, on or before September 4th.

Among the spectators at the Orange Wanderers' race was C. E. Kluge, who is convalescing so rapidly that he expects to commence riding in a week, and active training a short time thereafter. He has been racing all last winter, and doing considerable road racing, and his enforced rest will doubtless benefit him.

INDIANA L. A. W. DIVISION MEET.

The annual meet of the Division was held at Indianapolis on Thursday, the 15th. The morning was devoted to a parade through the principal riding streets of the city, in which fifty-seven men participated. A banquet in the Bates House, commencing at one o'clock, and races at the Exposition Park later in the afternoon, made up a very enjoyable programme.

SUMMARY:

One mile novices—M. Goodwin, New Castle, 3.11 4-5; W. J. Dickson, Kokomo, second; C. B. Stutzman, Gem, o.

Five miles state championship—S. P. Hollingsworth, Russiaville, 17.03 2-5; L. M. Wainright, Noblesville, second.

One-half mile heats—H. Hulman, Terre Haute, in two straight heats; times, 1.27 4-5 and 1.35; Chas. Crain, Terre Haute, second; Josh Zimmerman, Indianapolis, o.

Two miles state championship—A. Hulman, Terre Haute, 6.28 4-5; W. McWorkman, Indpls. second.

One mile 30 class—A. Hulman, 3.33 1-5; Chas. Crain, second.

One mile handicap—Jo-h Zimmerman, Indpls. (15 sec.) 3.15 4-5; Anton Hulman, (scratch) 3 or, beaten by 1-5 second.

One mile consolation—L. J. Keck, Rushville, 3.22 3 5; A. P. Cosand, Russiaville second.

McCURDY'S RECORD RIDE.

Alfred A. McCurdy, of the Lynn Cycle Club, made an attempt, last Monday to surpass Hollingsworth's recent twenty-four hours' record of 281 miles. The course selected was a 12½ mile stretch in the vicinity of Waltham, up and down which he rode. He was accompanied the entire distance by pace-makers, and was attended by a number of friends, who buoyed him up by copious draughts of brandy, and various drugs. McCurdy failed in his attempt by some two miles. He was said to be suffering from a rebellious stomach, and this together with a high wind that prevailed, and the hilly nature of the course, are the reasons given for McCurdy's failure. McCurdy's times for various distances were as follows: twenty-five miles, 1h. 30m.; fifty miles, 3h. 32m.; seventy-five miles, 4h. 54m.; one hundred miles, 8h. 27m. 40s.; one hundred and fifty miles, 13h. 15m. 45s.; two hundred miles, 17h. 36m.; two hundred and fifty miles, 21h. 28m. 10s. 279½ miles, 24 hours. Total riding time, 22h. 29m. 55s. McCurdy, though tired and slow, was by no means exhausted at the finish, as he had carefully trained for the ride.

THE BULL AND THE BICYCLISTS.

Three bicyclists and a bull had a rather lively time on the Brighton Road—Boston—last Monday. The bicyclists were riding some distance apart, when the first one met a boy leading a bull. No sooner had he passed the bovine, when the latter became interested in wheeling, and rushed after him. Hearing a noise behind him, the wheelman turned, perceived his per'l, and immediately struck up a 2.30 pace. The bull then devoted his attention to the second rider, who rushed at a high fence, and leaving his machine, hoisted himself into safety. With determination and madness sufficient to butt down Bunker Hill monument, his bullship now turned, and gave chase to the third wheelman. The latter put it on all he knew how, but the scratch man—we mean bull—gained rapidly, overhauling the fleeing wheelman at every stride. Suddenly a bright

idea struck the pursued, and he rushed at a thick hedge which lined the road. He plunged into it, leaving his bullship grovelling with rage. After a while the boy came up looking for his bull, and after much coaxing, during which he used such truthful endearments as, "poor bully" etc., he finally caught hold of the rope and led him away. The bicyclists then convened, and inspected the damage done to their clothes by hedge and fence. The result of the inspection determined them that it was much wiser to remain in the suburbs till after dark.

FIXTURES.

JULY 16-28.—Blue Nose Tour.—F. D. Elwell, Portland, Me.

JULY 22.—Genesee Bi. Club's annual tournament at Rochester.

JULY 29.—Interstate meet at Youngstown, Ohio.

AUGUST 19.—Penna Division; Annual meet and races at Williamsport.

AUGUST 26-28.—Cleveland Bi. Club's race meet.

AUGUST 28.—Annual meet and races of N. J. Division, at Millville.

SEPT. 3-4.—N. Y. State Division meet and races at Buffalo.

SEPT. 8-9.—Connecticut Bi. Club, annual race meet at Hartford, Conn.

SEPT. 6-16.—L. A. W. tour from Rochester to Harper's Ferry.

SEPT. 10-11.—Berkshire Co. Wheelmen's tournament at Pittsfield, Mass.

SEPT. 14, 15, 16, 17.—Springfield tournament.

SEPT. 23-25.—Lynn Tournament.

ALL WELL ? ? ?

—Write soon !

And order ? ? ?

THE WHEELMEN'S GAZETTE.

50 CENTS PER YEAR.

SAMPLE COPIES FREE.

THE WHEELMEN'S GAZETTE,
SPRINGFIELD, MASS.

HAVE YOU

Ever Used the Adhesive Tire Tape?



METHOD OF APPLYING.

If not, your troubles have been doubled.

It is the best appliance offered to Cyclists for holding loose tires in place. It can be applied in an instant without heat, and is always ready for use.

To apply.—Wind it, lapping upon itself as shown in the above cut. It needs no tying, as it is adhesive. Every Wheelman should have a roll in his tool bag.

Price, 25 cents per roll.

SOLD BY

HOWARD A. SMITH & CO.,

(Successors to ZACHARIAS & SMITH.)

Oraton Hall,

NEWARK, N. J.

Send to us for anything you want in the line of Bicycle sundries. Catalogue sent for stamp.



"Home Exerciser"

For brain-workers and sedentary people. Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. Dowd.

DREKA Stationery and Engraving HOUSE.

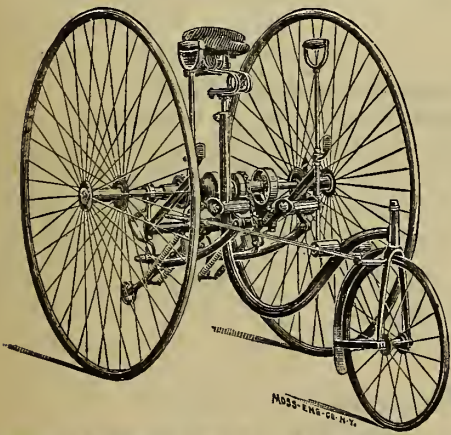
WEDDING INVITATIONS
and VISITING CARDS

IN THE BEST MANNER AND NEWEST STYLES.

FINE STATIONERY IN NEW STYLES, WITH
MONOGRAM, CREST, &c.

1121 CHESTNUT STREET,
PHILADELPHIA.

THE NEW AMERICAN TRICYCLE.



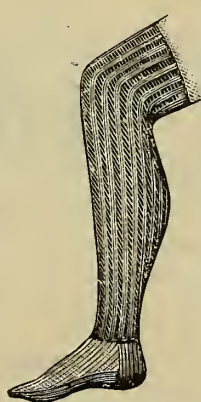
Special Advantages Claimed for "The New American."

1. It is the only tricycle that can be used equally well by a gentleman or lady, a grown person or a child, without changing any of the parts. 2. The movement is simple and powerful. 3. The pedals are independent of each other and start and stop at any point of the stroke, so that a long or short stroke may be taken. 4. They are equally and fully effective at any point, and there are no dead centres. 5. They may be used independently or together; do not move unless the rider moves them, and may be used as foot rests when descending hills. 6. The lever movement is graceful and for obvious reasons is the only one adapted to the use of ladies. 7. It can be instantly changed from speed to power and is a superior hill climber. Send for catalogue to

THE NEW AMERICAN TRICYCLE,
40 VESEY STREET, NEW YORK.



They're NOT English, you know,



"Club Hose."

but Goetze's Best
Bicycling Hose,
made from selected
yarns in every color.



THE attention of the
trade is respectfully
called to our "Club
Hose," a standard and
reliable article, which

we make to order to match any shade of cloth

Our "Columbia Hose" for 1886 is a new article of improved pattern. The specialties are that the rib is extended down the front of the foot, giving a neat appearance when a low shoe is worn. Also our patent flat seam at the back which will not rip, and seamless heel. This stocking will compare most favorably, and has been judged by riders of experience, to be superior to the best English makes.

For sale by all Gents' Furnishing Goods Dealers, &c.

THEO. GOETZE & CO.,

MANUFACTURERS,

256 GRAND STREET,

NEW YORK.



"Columbia Hose."

★
STAR BICYCLES.



SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.

First American Machine to make more than 20 Miles
within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed
and Grade.

Won all the First Premiums, when in Competition,
since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

— JERSEYS, BY MAIL. —

We have just received an importation of extra quality ENGLISH knitted worsted BICYCLE and TENNIS JERSEYS, in fancy stripes and club colors, which we are offering at **\$2.50** each.

In 1-inch Stripes we have the following colors: Scarlet and Black, Blue and White, Black and Orange, Black and White, and Navy and White.

In 2-inch Stripes, Black and Orange, Scarlet and White, Blue and White, Blue and Scarlet, Garnet and White, and Garnet and Black.

In Solid Colors, Navy and Garnet.

These Jerseys will be sent by mail to any address on receipt of price and 15 cts. postage.

In ordering, send chest measurement.

Ira Perego

128 & 130 Fulton St.,

AND
87 Nassau St., N. Y.

On the Road.

> THE <

On the Path.

COLUMBIAS

Boston, July 6th 1886.

The records made and the prizes won by riders of COLUMBIAS during the season of 1885 are familiar to Wheelmen. Appended is a recapitulation of the more important victories for riders of COLUMBIAS during the opening of the present season.

SMASHED RECORDS ON COLUMBIAS.

GEO. M. HENDEE AT SPRINGFIELD, July 5.

4-mile (World's Record),	1.52
1-mile (World's Amateur Record; fastest mile ever made in competition),	2.34

WM. A. ROWE AT LYNN, July 5.

4 Miles (World's Record) -	11.05
5 " " " -	13.57 2-5
6 " " " -	16.47
7 " " " -	19.38
8 " " " -	22.24 2-5
9 " " " -	25.18
10 " " " -	28.03 2-5

THE COLUMBIAS AT BOSTON, May 29.

1-mile L. A. W. Bicycle Championship Race,	A. B. RICH
1-mile L. A. W. Tricycle Championship Race,	A. B. RICH

THE COLUMBIAS AT LYNN, May 31.

1-mile Open Race,	W. A. ROWE
3-mile Race, 9.45 Class,	CHAS. E. WHITTEN
1-mile Race, 3.20 Class,	CHAS. E. WHITTEN
5-mile Open Race,	GEO. M. HENDEE
3-mile Handicap Race,	CHAS. E. WHITTEN
5-mile Professional Race, American Championship,	JOHN S. PRINCE

Six Firsts out of a possible Eight, and Two Seconds, won on Columbias.

THE COLUMBIAS AT NEW HAVEN, June 11, 12.

1-mile Open Race,	W. A. ROWE
3-mile Open Race,	GEO. M. HENDEE
2-mile Handicap Race,	W. F. KNAPP
20-mile Columbia Cup Race,	A. B. RICH
1-mile Race, 3.05 Class	E. A. DEBLOIS
5-mile Lap Race,	GEO. M. HENDEE
1/2-mile Boys' Race,	F. A. CLARK
3-mile Open Race,	W. A. ROWE
3-mile Handicap Race,	E. A. DEBLOIS

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN, June 17.

1-mile Novice Race,	S. L. TRUESDALE
1-mile Open Race,	W. A. ROWE
Time, 2 37 2-5.	
2-mile Lap Race,	GEO. M. HENDEE
2-mile Handicap Race,	F. S. HITCHCOCK
1/4-mile Professional Tricycle Race, World's Record,	T. W. ECK
Time, 42 2-5.	

CHAMPIONSHIPS ON COLUMBIAS, Season of 1886.

1-mile Bicycle,	L. A. W. Championship
1-mile Tricycle,	L. A. W. Championship
4-mile Bicycle,	N. A. A. A. Championship
10-mile Bicycle,	L. A. W. Championship

THE COLUMBIAS IN THE WEST, THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINGSWORTH.

INDIANAPOLIS, IND., June 19.—S. P. Hollingsworth, of Russiaville, was wonderfully successful in his attempt to beat the long-distance amateur bicycle record of this country and Great Britain. He completed his task at Greenfield this morning, at 4 o'clock, and in the 24 hours scored a total of 281 9.10 miles. His actual riding time was 21 hours and 22 minutes; 2 hours, and 36 minutes being lost in eating and in being rubbed down. Heretofore the best American record was 259 1/2 miles, made by Munger, of Detroit, at Boston, while the English record is 266. The best track record is 276.—*Special Despatch to the Boston Herald.*

This Record was made on a 55-inch COLUMBIA LIGHT ROADSTER.—*Indianapolis Times.*

THE COLUMBIAS IN NEW JERSEY, June 19.

25-mile Inter-Club Road Race,	E. H. VALENTINE
On Columbia Light Roadster.	

THE COLUMBIAS AT BROOKLYN, June 19.

1-mile Novice Race,	
2-mile Handicap Race,	
3-mile Handicap Race,	
2-mile Championship Race, Bedford Cycle Club,	
5-mile New York State Championship Race,	
The above Events won on Columbias.	

LONG DISTANCE RIDERS ON COLUMBIAS. Season of 1886.

Around the World (on the way),	THOMAS STEVENS
From New York to San Francisco (on the way),	F. E. VAN MEERBEKE
From New York to San Francisco (on the way),	S. G. SPIER
From New York to San Francisco and Return (on the way),	
GEO. B. THAYER, Correspondent of the Hartford "Post."	

CATALOGUE SENT FREE.

THE POPE M'F'G CO.,

Principal Office, 597 Washington Street, Boston.

12 Warren Street, NEW YORK.

—}: BRANCH HOUSES: {—

115 Wabash Avenue, CHICAGO.