

AND RECREATION.

VOL. XII.—No. 19.]

NEW YORK, AUGUST 5, 1887.

WHOLE NUMBER, 395.

And, Still, There's More to Follow!

EACH MAIL BRINGS US NEW ONES!

READ THESE TWO;

THEY ARE WORTH IT.

THE GORMULLY & JEFFERY MFG. CO., Chicago, Ill.:

Gentlemen:

Permit me to quote from the *Bicycle South*, of May, 1886: "A beautiful sample of Gormully & Jeffery's new wheel, the American Champion, has just been received by the local agent, Col. E. C. Fenner. It is a full-nickeled, 53-inch, of exquisite proportion and workmanship. A personal examination of this worthy candidate for favor only confirms the opinion formed by the accounts which had preceded it. All the best principles of modern cycles are embodied in it, together with many special features controlled entirely by its manufacturers. Truly it is a mount to be coveted, and its possessor will be a subject of envy until the Champion has reached the high popularity on our roads which it is certainly destined to attain."

As the author of the above passage, being at that time editor of the *Bicycle South*, I wish to add my confirmation of everything set forth therein. Shortly after the appearance of that article I sold the wheel I was then riding and became the fortunate possessor of the identical wheel referred to. Since then I have covered some three thousand miles, and gladly testify to its superiority in many respects while it certainly holds its own on every point where it is brought into comparison with other wheels.

There is one feature upon which I wish to particularly congratulate your factory. The excellence of the nickel-plating upon the "Champion" I ride certainly speaks volumes for this class of work turned out by you. No later than some three weeks ago I have been taxed with having my wheel overhauled and certain parts re-nickeled, when in fact nothing had been done except to give the wheel an ordinary cleaning, which it was sadly in need of at the time.

The overwhelming popularity of your wheels in this part of the country is a sure indication of their worth, while the energy and enterprise displayed by you in adding all late improvements which tend to benefit riders is a guarantee that you will always be in the front rank of American manufacture.

Yours very truly,

WM. W. CRANE.

MESSRS. GORMULLY & JEFFERY,

Gentlemen:

It affords me great pleasure to state that I have been riding one of your latest American Light Champions of 1887. I have been riding it since April 1, doing an average of 10 miles a day, and have not had it in the shop yet. My machine is full nickeled and is in the same condition as the day it came from the factory. I have been caught in the rain and found no difficulty in restoring the original brightness with a dry cloth. I am pretty hard on a machine, and to stand the test that I have given the "American Light Champion," the machine must be a "champion" in the true sense and meaning of the word. The American Light Champion is a strong, durable and neat machine, and just the thing for a cyclist to own.

I have not used any of the other makes, but I have been watching them, and can plainly discern that the rider is by no means as comfortably fixed as those who ride the Champion.

The cobble-stone saddle will always speak for itself on rough roads.

The majority of the 150 riders down here use Champions—the Champion are three to one of other makes—and the roads are by no means good ones for any machine. Yet the Champion gets over them with no trouble or expense of breaks.

Yours, &c.,

A. E. OLIVEIRA.

Truly evidence of the foregoing character is sufficiently convincing to satisfy the most skeptical. If you are interested, send for Catalog.

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

N. B.—We also manufacture the longest line of Sundries in the market.



JUDD MANUFACTURING CO.,

101, 103 & 105 WEST 36th STREET, NEW YORK.

The Oldest and Most Reliable Athletic Furnishers Up-town.

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WHEELMEN, ATTENTION!!

For a one-dollar bill we will make to order and send you postpaid an elegant pair of Bicycle Hose in any color you may desire. Dealers charge \$1.50 for hose not nearly as good in quality as ours. In ordering mention size of shoe worn, color desired, ribbed or plain.

R. AUSTRIAN,
HOSIERY MANUFACTURER,
Reading, Pa.

Special prices to clubs.

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REPAIRS

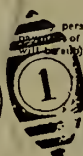
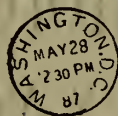
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NEW YORK.

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Agents for Singer's, Apollo, Challenge, S.S.S. Single & Tandem Tricycles

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Athletic, Bicycle
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Lawn Tennis
MEDALS
MADE FROM
STRICTLY
Original Designs
AND AT
POPULAR PRICES.

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Send 3 two-cent stamps for illustrated catalogue and price list.

Jens F. Pedersen,
1 1/2 Maiden Lane.
New York City

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.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49
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.

NO.	NAME	25 MILES.	TIME.
6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
8.	S. B. Bowman, E. W.,	STAR,	1.40.20
9.	H. Greenman, I. B. C.,	STAR,	1.43.36

WILKESBARRE, PA., JULY 4, 1887.

STAR 1-mile Novice.

WON 2-mile 6.45 Class.

1 1/2-mile Boys' Race.

FIVE FIRSTS: 1-mile STATE CHAMPIONSHIP.

3-mile " "

TERRE-HAUTE, IND., JULY 13, 1887.

STAR FIRST in 1-mile Open.

" " in 1-mile Class.

" " in 2-mile STATE CHAMPIONSHIP.

ST. LOUIS, JULY 10, 1887.

THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Crank, 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.,
Smithville, N. J.

WE desire to communicate with every responsible Bicycle, Athletic and Tennis Club in the country with reference to the greatest and newest novelty, the TUTTI-FRUTTI AUTOMATIC SELLING MACHINE. The Company will allow you a handsome percentage on the sale of the Gum for the privilege of placing the machine in Club Houses. It is handsome. The size of the machine is 22 x 12 x 8 inches. We present a few of the testimonials received:

NEW YORK, July 5, 1887.

MESSRS. ADAMS & SONS, Brooklyn, N. Y.

Gentlemen:—It is not my custom to publicly acknowledge the merit or value of any article, but I feel that in calling the attention of wheelmen to your preparation I am doing them a positive benefit, just as much as if I pointed out to them where a specially fine tour might be taken. My attention was first called to your Chewing Gum by the many racing men who use it on the path both in training and in actual competition. I learned from them that the Gum produced a flow of saliva which greatly relieved the thirsty and even parched condition of the mouth and throat, caused by the excitement and nervousness always felt just before a race. I had frequently suffered on the road and determined to try the Tutti-Frutti, and I found it exactly what I wanted, the mouth being kept constantly moist, the dust prevented from accumulating, and what is more—and this is important to those with weakish stomachs—it greatly aided digestion. By your efforts you have opened the eyes of wheelmen to the value of Tutti-Frutti, and many never race or tour without it. I never fail to recommend it in private to my wheeling friends, and now do so publicly and conscientiously.

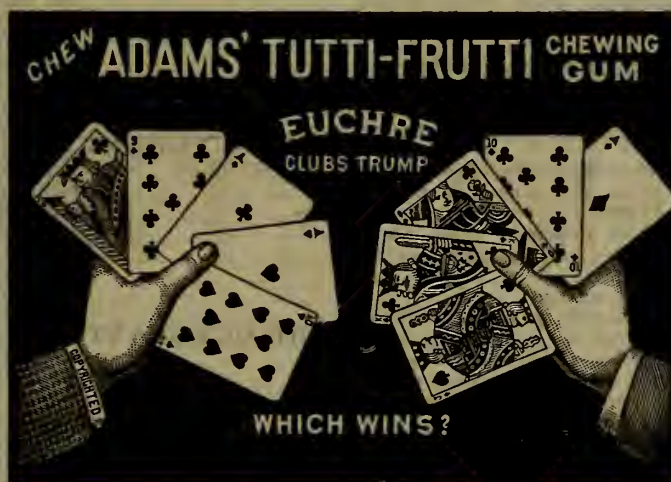
Very truly,

F. P. PRIAL.

SOLD

BY ALL DRUGGISTS.

5 cts. per Bar.



SOLD

BY ALL CONFECTIONERS.

5 cts. per Bar.

NEW YORK, June 13, '87.

MESSRS. ADAMS & SONS.

I have lately used your Tutti-Frutti Chewing Gum just previous to my races. I find it keeps the mouth moist, and makes a man fitter for the contest than if he was "spitting cotton," as the boys say. I learn that most of our club men, and indeed many athletes, use it both on and off the track with good effect.

ROBERT E. SHAW,
Captain Olympic Athletic Club.

BROOKLYN, July 12, 1887.

MESSRS. ADAMS & SONS.

I am pleased to call the attention of wheelmen to the pleasant properties and value of your Tutti-Frutti Chewing Gum. Since placing your Gum on sale in my wheel headquarters at Prospect Park it has become a great favorite with the hundreds of bicyclists who frequent my store. Those who use it on the road once never afterwards go out riding without it. It keeps the mouth moist by inducing a plentiful supply of saliva, is pleasant to the taste, and greatly aids digestion. My sales have remarkably increased, and I think Tutti-Frutti has come to stay among the wheelmen. I almost forgot to say that all racing men now use it.

Very truly yours,
PROSPECT PARK PLAZA, Brooklyn.

CHARLES SCHWALBACH

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'g 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. 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 sterling fork, a bell balance gear or a lip 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.

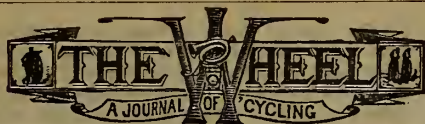
THE QUADRANT is made by a firm who manufacture no other machines but Tricycles—who pay their men by the week (no piece work)—who take pride in the history and traditions of their machines—hence their pre-eminent superiority.

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.

IT WILL PAY YOU TO SEND FOR CATALOG.

Agents Wanted in Unoccupied Territory.

SAM'L T. CLARK & CO., Baltimore, Md.,
Sole Importers.



—AND—

RECREATION

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Wheel Combination Subscriptions.

	PER YEAR.
Wheelman's Gazette and The Wheel	\$1.25
Bicycling World and The Wheel	1.50
Outing and The Wheel	3.00

Advertising Rates on application.

F. P. PRIAL, Editor and Publisher,

23 Park Row,

P. O. Box 444.

New York.

EDITORIAL.

Says the *Boston Globe*:—"It is stated by a high league official that the present understanding is to allow President Kirkpatrick to remain in office for another term. There are a good many wheelmen in Boston who are willing to wager generously of their substance that he won't be elected a second time at least, not unless he shows himself more fitted for the office than he has so far done. Mr. Kirkpatrick was elected to the position of L. A. W. President simply because the foolish sectional prejudice made it imperative that a western man should be chosen to fill the office, and he was the only man who was conveniently near at hand."

We are surprised to see Howard pen such trash. The high League official can scarcely know whereof he speaks when he maps out the future on a plan which we know will never materialize. If Mr. Kirkpatrick proves a suitable President—and personally, we think he will—he will doubtless be re-elected; but if not, a certain New York gentleman, whose name has not been mentioned for this office, will occupy the executive chair next year. It is ridiculous for Howard to intimate that Mr. Kirkpatrick was selected as a mere make-shift. As a rule, editors and scribes of minor degree want to run the earth from behind their desks, and very often they "slate" and dictate to men far their superiors, presenting very much the same ludicrous spectacle as an ant challenging an elephant to a trial of strength. Mr. Kirkpatrick has done nothing, possibly because there was nothing to do. Possibly Lincoln might not have been the synonym of what it is but for a civil war; ditto Grant. It takes opportunity to bring out a man. We are glad President Kirkpatrick has done nothing. When a man has done nothing, he has done no wrong, which is a negative virtue at least. The least governed are the happiest, says the proverb. Some men do too much, some say too much, others write too much.

THE CAPITAL CLUB'S OUTING.

The annual Summer trip of the Capital Club will commence August 5, when about a dozen of the members will leave Baltimore per steamer D. H. Miller. The party will reach Boston on Monday evening, August 8, and spend the night there. The two following days will be devoted to touring, probably along the North Shore, and on the 11th, the tourists will either take train or wheel to Oak Bluffs.

Here they will be the guests of Mr. H. S. Owen, of the Capital Club, who has two cottages at Martha's Vineyard, and who entertained the Club in a similar way during the Summer of '85. About three weeks will be spent at Cottage City, in the ordinary round of seashore amusements. About

September 1, the party will break up and pursue their plans, or their homeward journey, individually.

The members of the party are: Sub. Capt., S. E. Lewis, H. S. Owen, C. C. Tyler, C. A. Burnett, W. S. Dodge, J. R. Littell, Andrew Miller, R. N. La Dow, W. E. Edmonston, F. R. Lane and P. T. Dodge.

THE CLEVELAND RACE MEET.

The three days race meet of the Cleveland Club will be held at Athletic Park, East Madison avenue, on Thursday, Friday, and Saturday, August 11, 12, and 13. Races started promptly at four P. M.

Programme, August 11—One-mile novices, one-mile tricycle State championship, half-mile bicycle open, two-mile bicycle 6:30 class, one-mile tandem tricycle handicap, quarter-mile bicycle handicap, half-mile mile bicycle 1:30 class, two-mile bicycle lap race, quarter-mile bicycle open, half-mile bicycle handicap, and one-mile bicycle handicap.

Programme, August 12—One-mile bicycle 3:20 class, two-mile bicycle State championship, half-mile bicycle handicap, two-mile tandem handicap, one-mile bicycle team race, quarter-mile bicycle 45s. class, two-mile bicycle lap race, one-mile tricycle L. A. W. championship, half-mile bicycle open, one-mile bicycle handicap.

Programme, August 13—One-mile bicycle 3:10 class, one-mile bicycle State championship, two-mile bicycle handicap, half-mile bicycle open, one-mile bicycle 3:00 class, five-mile bicycle lap, quarter-mile bicycle handicap, half-mile tandem tricycle, one-mile bicycle L. A. W. championship, one-mile bicycle lap, one mile bicycle consolation.

Entrance fees for quarter, half, and mile events, fifty cents each; fee for all championship and two and five-mile events, one dollar each. Entries close August 8 with George Collister, 147 Ontario street, Cleveland, O.

CHAMPION W. A. ROWE OF LYNN TO MAKE A WESTERN RACING TOUR.

While passing through Lynn the other day, the writer met Billy Rowe, the big limbed and genial American bicycle champion, and laughingly chaffed him at the roughing he had received at the hands of his Lynn "friends and admirers." "I don't mind it at all," he said with a smile. "They feel sore now, but they will get over it. I had raced McCurdy twice at that distance, and I didn't intend to do it again. If I am going to enter a handicap race I want to be satisfied with my handicap. I don't want the earth, but they can't make me kill myself. That's all there was to it. I had no intention of disappointing any one, and if they would have done the right thing by me I would have raced."

"What are your plans for the future?"

"I shall keep in training right along. I never felt better than I do now. Mr. Murphy of Lynn has offered to back me against any rider in the world, and I may do some racing in the Fall. It all depends upon who will come over here. Aug. 9, I shall go to Roseville, N. J., and thence I shall visit Cleveland and race at the tournament there, Aug. 11, 12 and 13. I shall probably appear at other race meetings after that date." The champion is certainly looking superbly, and fit to race for his life. Should Howell, Duncan and the other cracks visit these shores, they will undoubtedly find their match in the American wonder.—*Boston Herald*.

TOM ECK'S WEDDING.

Wheelman may be flyers but they are not all angels, for instance one of the Flour City's propellers, Mr. Thos. Eck, has recently carried out a typical elopement scheme the last part of which didn't go according to Hoyle. The circumstances are these. Eck had for some time been very attentive to a seventeen-year old miss named Jennie Carlisle, whose parents live at Sixth street and Seventh avenue south. Some time since the rider of the silent steed summoned his courage and endeavored to negotiate a transfer of property, but the old gentlemen couldn't see it. Eck was not easily discouraged and soon persuaded the young lady to cast her lot with his and trust to the hard-hearted sire to become reconciled afterwards. This couple therefore departed in the still night and took a little trip to Omaha where they were joined in the holy bonds of hemlock and from there telegraphed to the bereaved father that they had been and gone and up and done it and were ready to be forgiven. He didn't forgive worth a cent, and it is barely

possible that the gay couple feel a bit foolish at present writings.—*Minneapolis Tribune*.

The talented society reporter of an Omaha contemporary gives the following account of the marriage in that city of Thomas Eck and Miss Jennie Carlisle, of Minneapolis, which was mentioned in yesterday's *Tribune*.

There was a quite little wedding at the residence of Mr. John S. Prince, Sixteenth street north, last evening at nine o'clock, the contracting parties being Mr. T. W. Eck, the bicyclist of Toronto, and Miss Jennie Carlisle, of Minneapolis, the Rev. Dr. Maxwell performing the ceremony. The affair was pleasant and fraught with much felicity to all in attendance. Among the limited number of guests were Mr. and Mrs. Prince, Miss Emily Robinson, of Birmingham, Eng., Mr. S. G. Whittaker, of Chicago, and Wilbur F. Knapp, of Denver. After the nuptials had been solemnized and the congratulations over the bridal couple and guests sat down to a collation and the merriment was continued until a late hour. Mr. and Mrs. Eck will remain at the Arcade for ten days—until after the Prince-Whittaker race—when they will leave for Asbury Park for a month's honeymoon at the seaside. They will be accompanied East by Messrs. Whittaker and Knapp and Mrs. Prince as far as New York, whence she sails for her old home in England on the 27th.—*Minneapolis Tribune*.

THE NEWTON CLUB'S ROAD-RACE.

The twenty-five-mile road-race, under the auspices of the Newton Bicycle Club, Newton, Mass., occurred Saturday afternoon. The course was from Newton, through Newtonville and West Newton, to Natick and return, and there were six entries. It was a handicap race, and the contestants started as follows:

E. S. Martin at 3:49 o'clock; J. H. Aubin, at 3:54; W. H. Barker, at 3:59; F. L. Wilson, at 4:01; A. W. Whittaker, at 4:04; W. K. Corey, scratch, at 4:09. The first man to reach the finishing line was E. S. Martin, who crossed at 5:24:30, covering the course in 1h. 35m. W. H. Barker, 2d, at 5:33—time, 1h. 34m.; W. K. Corey, 3d, at 5:33:15—time, 1h. 24m.; F. L. Wilson, 4th, at 5:35:10—time, 1h. 34m.; J. H. Aubin, 5:36—time, 1h. 42m. Whittaker did not finish.

The time made by W. K. Corey, notwithstanding a handicap of twenty minutes, is unusually good. The first prize was a gold medal, the second silver, mounted with a gold eagle, and the third a silver medal. Martin took first prize, Barker second and Corey third.

KINGS COUNTY WHEELMEN.

Considerable interest is being taken in the competition for the 2,000-mile medals offered by the Kings County Wheelmen.

During the month of May returns for ten men showed a total of 3,933 miles. Some of the big scores were: H. J. Hall, Jr., 740; R. W. Steves, 503; T. J. Hall, Jr., 485; J. D. Neppert, 351; C. J. Long, 337; J. H. Long, 322; M. L. Bridgman, 308; H. H. Stults, 300; R. W. Crenzbaur, 296.

In June, ten men returned a mileage of 3,375 miles. Among the leaders were: T. J. Hall, Jr., 525; J. D. Neppert, 382; J. H. Long, 357; C. J. Long, 355; George Britton, 325; C. S. Knight, 310; J. E. Dean, 301.

HARLEM WHEELMEN'S MILEAGE.

The Harlem Wheelmen have offered a gold medal for the highest mileage of 1887, and a silver medal to the next highest. As an additional incentive to road riding, gives a medal with one bar to each member who covers 1,000 miles, with an extra bar for each additional thousand. A medal is also given to all members riding one hundred miles inside of ten hours. Only one member has so far obtained a Century medal, Mr. E. I. Halsted, who rode 101 3-4 miles in 9h. 10m., on March 15.

As soon as the weather moderates sufficiently to permit of such a long ride being accomplished without fear of sunstroke, Messrs. Hoffman, Parker, Lord and Griffith, will make the attempt to ride the one hundred miles within ten hours.

From January 1 to July 1, 1887, E. I. Halsted has ridden 1671 miles, with an average ride of thirty, and a longest ride of one hundred and one miles. E. C. Parker, has ridden 1211 miles; average ride, sixteen miles; longest ride, fifty-one miles. The records of some other high mileage men are as follows: W. H. DeGraaf, nine hundred and thirty-two miles, longest ride, eighty,

A. F. Steiner, seven hundred and sixty-five, longest ride, thirty-four. W. H. D. Hoffman, six hundred and ninety six, longest ride, seventy-eight. B. A. Quin, six hundred and thirty, longest ride, fifty-two. C. W. Griffith, four hundred and sixty-seven, longest ride, fifty. A. M. Presinger, four hundred and ninety-miles, longest ride, fifty-two.

RICHFIELD SPRINGS JOTTINGS.

The Fort Schuyler Wheelmen will hold their annual tournament at the Springs August 10. About fifty wheels are expected. An invitation has been extended to all wheelmen in New York State to attend.

Richfield Springs contains more wheels than any town of its size in the State. It contains, at present, about forty-five, and the population is only about 1,800.

At present there is only one club in this town, the Wyontha Club, which is composed of Star wheels. It is hoped that another club will soon be organized, consisting only of Crank wheels.

The Darrow House is now a League Hotel, and all league members will be allowed special rates while visiting Richfield.

Mr. D. P. Bailey and Mr. Arthur DeLong, of this village, started for Hartwick last Friday. On reaching Fly Creek they were obliged to turn back on account of poor roads. S.P.A.

RECORDS.

The Records Committee have passed the following claims:

TRICYCLE—PATH.

J. B. King, L. A. C., at Alexandra Park, 27th June, 1887:

MLS.	H.	M.	S.	MLS.	H.	M.	S.
21.....	I	8	57	4-5	24... ..	I	19 11 4-5
22.....	I	12	20	25.....	I	22	24 4-5
23.....	I	15	51	I-5			

T. R. Marriott, Nottingham & Notts, T. C., at Crystal Palace, 9th June, 1887:

MLS.	H.	M.	S.	MLS.	H.	M.	S.
101.....	7	56	18 2-5	126.....	9	59	11 2-5
102.....	8	0	52 3-5	127.....	10	4	3 4-5
103.....	8	5	27 3 5	128.....	10	8	43
104.....	8	10	1 3-5	129.....	10	13	43 2-5
105.....	8	14	32 4-5	130.....	10	18	26 2-5
106.....	8	18	56 2-5	131.....	10	23	14 2-5
107.....	8	23	18	132.....	10	28	3 1-5
108.....	8	27	37 3-5	133.....	10	33	24 2-5
109.....	8	32	1 3-5	134.....	10	37	56 1-5
110.....	8	37	21 2-5	135.....	10	42	31
111.....	8	40	44 3-5	136.....	10	47	8 2 5
112.....	8	45	8	137.....	10	51	47 1-5
113.....	8	49	25 2-5	138.....	10	56	24 2-5
114.....	8	53	47 2-5	139.....	11	1	9 1-5
115.....	8	58	14 3-5	140.....	11	6	0 2-5
116.....	9	2	40 2-5	141.....	11	10	58
117.....	9	7	7 3-5	142.....	11	16	4 3-5
118.....	9	11	31 2-5	143.....	11	21	12 2-5
119.....	9	16	0	144.....	11	26	21 4-5
120.....	9	20	31 3-5	145.....	11	31	33 1-5
121.....	9	35	28 1-5	146.....	11	36	31 3-5
122.....	9	40	9 1-5	147.....	11	42	5 1-5
123.....	9	44	50 2-5	148.....	11	47	22 2-5
124.....	9	49	41 3-5	149.....	11	52	43 1-5
125.....	9	54	22	150.....	11	58	4 2-5

TANDEM TRICYCLE—PATH.

E. P. Turner, Ripley Road Club, and P. E. Kiderlen, Delft Stud, B. C., Long Eaton, 8th July:

MILE.	M.	S.
1/2.....	1	19 3 5
3/4.....	1	58 2-5
1.....	2	38 4-5

TRICYCLE—ROAD.

One hundred miles. C. W. Brown, Finchley, T. C., Twyford to Norman Cross, on 14th June, 1887. Time, 7h. 54m. 10s.

TOURING CHAT.

Address communications to A. B. Barkman, Chairman, L. A. W. Bureau of Information, No. 608 Fourth Avenue, Brooklyn, N. Y.

NEW YORK ROAD BOOK: Corrections, etc.:

Route (20) page 2. The telegraph wires have been removed, and as the two lines referred to have been erected on a road which leaves Poughkeepsie two blocks above the Post Road, along which they formerly ran, and which should be taken, the present directions in Road Book might prove confusing.

Approaching the city from New York, hold South avenue until the little park which contains the old cannon is reached; T. R. on Montgomery street, two blocks, and T. L. to Main street, at the corner of which is the Morgan House. To proceed, keep straight north from the Morgan

House two blocks, T. L. two blocks to the Post Road, and T. R. along it to Hyde Park, etc. This is the best way of getting through the city and avoiding its cobbles.

Route (22) page 1. From Hillsdale, after leaving Summit House, bear left through North Egremont instead of taking R. F. through South Egremont, as per Road Book. Road is more level and generally better.

Route (23) page 2. Springfield, Mass., is given as one hundred and fifty-three miles from start at bottom of page. In carrying the distance over to page 3 it is given as one hundred and fifty-one miles. This is an error, and consequently all following distances in route are two miles short in totals.

Route (21) page 1. At marble quarry, two and a half miles north of Unionville, T. R. through the quarry to Pleasantville, and direct to Mt. Kisco, where T. R. just before R. R. and T. L. at next road direct to Brewsters Station.

Route (31) page 1. From Albany Book says: "Out State street direct via Washington Park and Hartsville." This should be Hurstville. Official repairer at Albany is James Bradley, 42 Norton street.

Route (52) page 2. On account of a mistake in punctuation in paragraph of Directions reading, "Present certificate, etc.," the turns are given in exactly the opposite direction intended. The directions properly punctuated will read: "Straight up hill to asphalt (West Avenue) and T. R.; at Vermont street T. L.; at Richmond Avenue, T. R.; at Circle T. L. to Delaware Avenue; T. R. on Delaware Avenue to Genesee street and T. L. to the Genesee.

PENNSYLVANIA AND NEW JERSEY ROAD BOOK.

This work is now out of print. A new and revised edition will probably appear in 1888.

LONG ISLAND FERRY CONNECTIONS.

Many inquirers will please take notice. Steamer "Manhasset" for New London, Conn., leaves Sag Harbor at 1:15 P. M. and Greenport at 2:15 P. M. daily, except Sunday.

Steamer "Sunshine" for New London, Niantic, Lyme, and Hartford, Conn., leaves Sag Harbor Mondays, Wednesdays and Fridays at 6:45 A. M. and Greenport about one hour later. Returning leaves Hartford Tuesdays, Thursdays and Saturdays at 8:30 A. M.

Bridgeport and Port Jefferson Steamboat Co., leaves Bridgeport for Port Jefferson, Monday, Wednesday and Friday at 1:30 P. M. and Tuesday, Thursday and Saturday at eight A. M. and five P. M.

Leaves Port Jefferson for Bridgeport, Monday, Wednesday and Friday at 7:45 A. M. and 5:30 P. M. and Tuesday, Thursday and Saturday at 1:30 P. M. Boats return to New York Sunday afternoons from Northport, Cold Spring, Oyster Bay, Glen Cove, Roslyn and Whitestone. A. B. B.

THE LEAGUE AND ROAD-RACING.

Says "Bon" in the *Bulletin*: "The editor of THE WHEEL recently remarked in the columns of that paper, that he would like to see a road-race between amateurs and professionals for a money prize, for the purpose of showing the folly of the recent decision of the Cabinet. I was surprised at the article, as I had given friend Prial credit for having better sense, and I am still of the opinion that it was penned at the dictation of some hot-headed racing enthusiast, without proper consideration on the part of the said editor, who on most occasions has shown himself most consistent and loyal to the League and its success. Should a case of this kind occur, I think the duty of the League is very clearly defined by its By-Laws and racing rules. Article V., Section 4, says: "An amateur is one etc., etc., nor knowingly competed with or against a professional for a prize of any description." So far so good, now the racing rules say:

A. Any amateur wilfully competing at races not stated to be held and actually held under the rules of the Board, or rules approved by the Board, shall be liable to suspension from the race track for such a time as the Racing Board may determine; and amateurs are notified that to compete against any rider who has been suspended will render them liable to the same penalty.

If, therefore, the League decides not to recognize road-racing, which is equivalent to forbidding it, how can road-racing be legally held under League rules? and is not every man who participates in a road-race liable to suspension under the above rule?"

Our idea in penning the squib "Bon" refers to, was written to show how much more sensible it

would have been for the "Cabinet" to have discouraged rather than simply ignored road-racing; the difference between a positive and a negative action. We have good reasons to believe that the "Cabinet" will shortly take action on this question and condemn road-racing, on the logical grounds so admirably set forth in this paper by Mr. Luscomb.

Meanwhile the astute "Bon" has discovered that amateurs who compete with promoters or professionals on the road are liable to suspension for violating the sub-clause of the amateur definition which says: "Any amateur wilfully competing at races not stated to be held and actually held under the rules of the Board, or rules approved by the Board, shall be liable to suspension, etc." The question is whether the Racing Board's rules apply to the road as well as to the path. In reply to this we can only quote an editorial from the *Bulletin* of July 1, which would seem to prove "Bon's" position untenable.

"As a result of the League's position on the road-racing question, the official eyes are closed to anything and everything that occurs in contests of this kind. Amateurs and professionals may race together and amateurs may race for money prizes if they are so disposed. It is curious to note that the papers which advocate the repeal of the amateur law are just the ones that condemn the policy of the League in this matter, although it gives them on the road just the condition of things they would like to see on the racing path."

BROOKLYN SQUIBS.

We have been informed, from day to day, that it is not unusually warm, but that it is the intense humidity of the atmosphere which causes the general feeling of discomfort and depression. We know nothing about humidity, but as it is described as a moisture of the atmosphere we are inclined to wonder what it is that makes nature sweat so if it is not unusually hot. It may be that she has over-exerted herself in her playful efforts to annihilate villages, roads and bridges; but, be that as it may, we think the weather prophets are prevaricating, and that the present state of things is hot, d—d hot, all things humiditous or humorous to the contrary, notwithstanding. A few of our fellow-cyclers have endeavored to defy humidity and have us believe that wheeling is delightful at the present time; but, in spite of their endeavors, I have never seen fewer wheelmen abroad than during the past two weeks, the majority being content to loaf around the club rooms in their bathing suits.

Potter, of course, is busy as usual, this time concocting some scheme to increase the number of sufferers for next year's season of humidity.

Koop has fled to Europe to escape the heat, and at the same time regain his health.

Raymond is taking advantage of this favorable weather to reduce his superfluous avoirdupois by scorching over the Orange hills on a trike.

Blood is endeavoring to put a little flesh on his poor bones by acrobatic performances on a Victor Safety.

Hawkins is training on the track of the B. A. A. for the Club championship, and Fuller is doing likewise on the roof of the Club-house prior to the competitive examination for Club bugler.

Edsall and Corby have just returned from a week's tour to Lake George, and Warburton, Buddington and McEwan from a tour to Rutland, Vt. Both parties report having had a jolly time, and are loud in their praise of the Road Book and of their treatment at the League hotels and by the local clubs en route.

Jones has at last commenced preparing a number of League signs, and we may expect to shortly see an occasional direction board through the Long Island wilderness.

The Division being, so to speak, "busted," the Consuls have had to pay for the sign-boards out of their own pockets.

The last report of the Secretary-Treasurer shows an expenditure of about \$300 for railroad fares of a certain little excursion party to the St. Louis meet. We question the policy of such expenditures and the good the N. Y. Division derived therefrom. We think a little more solid and visible work at home and a little less political wire pulling abroad would be better for the good and prosperity of our Division, in other words, more work for the Division gentlemen; and less for personal glory.

Notwithstanding the heat, the Brooklyns held a ten-mile road-race over the Irvington-Milburn course on Saturday. Only two starters showed up in each event, and the race was therefore a quiet affair. Todd finished first in the championship in

40:20, with Meeteer second. Mead came in first in the novice in 40:21, with Kenmore second. The remaining race of the series, five miles, will be run in September.

Greenman has returned to town. We now await the arrival of Egan, and will then hope to hear something from the committee on State meet. Austin is busily engaged, superintending the completion of the beautiful little home he is erecting at Flatbush. It is a model of convenience and good taste combined and we envy its happy possessor.

Club "toughism" is not yet annihilated, and we fear another and more active crusade will be necessary before it is entirely obliterated. BON.

August 1, 1887.

PITTSBURGH NOTES.

So little of general interest has occurred here in cycling affairs the past thirty days, that I felt these notes could be dispensed with. Much riding has been done but generally in small parties of one, two or three riders.

Club runs are nil this season, though otherwise the most active we have ever had, many new riders being met daily; our numbers being estimated at three hundred.

The long talked of "twenty-mile road-race" of the Allegheny Cyclers, scheduled for Wednesday, Aug. 3, will take place over a ten-mile course, on the Butler Plank Road, and gives promise of being well contested. W. D. Banker being the most prominent entry. There are some eight or ten fine prizes offered and no entry fees. The road is a good one for fast time; surface of clay and plank, grade mostly level, with only one hill. A large attendance is looked for.

The "Allegheny County Wheelmen's Racing Association, Limited" is the name of an organization formed here a week ago, and at last we begin to see the way to a fine quarter-mile track. Permission has been granted by the "Gentlemen's Driving Park" management to build inside their half-mile course. Bids for building the track have been received, and by the first of September we hope to have a track second to none.

The grounds are admirably situated, being near to the business centre of both cities, easily reached and every convenience after getting there, with large and imposing grand stand, capable of seating seven or eight thousand persons.

A century run is the chef-d'œuvre of most amateur wheelmen without regard to time, except to make it short as possible. The first of our riders to secure the desired century this season being Mr. Swartzwelder, of the "S. V. W." and "Keystone Clubs," accompanied by Mr. Critchlow, of Beaver Falls, riding from Girard to Buffalo. Three other riders have accomplished the same, and there is a rumor of a local club sending out a team.

Several Keystone members left the city on a club run yesterday, from Washington, Pa., to Connellsville, via Brownsville, about sixty miles, part of the trip being over the National Pike.

KEYSTONE.

ATHENIAN WHISPERINGS.

I have noticed considerable comment recently, in cycling papers, relative to the position of the League on road-racing. Unquestionably the L. A. W. should not recognize road-racing, and yet, to allow amateurs and professionals to compete with each other on a country road without affecting the standing of the former, does seem inconsistent. As the matter stands, it reminds one of the exhortation of the darkey preacher, who, with the earnestness and penetration of a foghorn, stated between breaths this proposition: "My bred'ren—dar's two roads—one leads to h—l—and de udder leads to d—nation, which 'll ye take?" And we are told that a little nigger in the congregation got up and remarked, that "dat bein' de case, dar's nuffin left for dis chile to do but to cut for de woods." Now the League should "cut for de woods" without delay, and allow racing of all kinds to become a secondary consideration. The time was when racing helped the sport by working up enthusiasm and interest in the bicycle, which artificial stimulus it does not now stand in need of. Then men raced on open head machines, if they could get nothing else; the times were slow, but the races were genuine, and men were amateurs because they ran for pure love of the sport. Now the racers who draw the crowds, when they *do* draw the crowds, are human machines, and represent the perfection of training just as the machines they ride, but have

not purchased, represent the perfection of manufacture. And the men who ride for the love of the thing are thrown in with the rest of the show for such applause and glory as they may be able to get out of it.

There is one feature of road-racing which is antagonistic to the best interests of the League and of wheelmen generally, and that is the scorching on public highways which it necessitates. It is bad enough over a long course, but over a short course, where the same roads are traversed again and again, the thing must be looked upon by the non-cycling public in anything but a favorable light. The watchword of the L. A. W. should be, progress, which means, in one grand direction, overcoming prejudice. As on many highways, horse owners are prohibited by law, with severe penalties, from driving at a greater speed than seven miles an hour, what if a few road-racing accidents, from wheels running at double that rate of speed, should cause the law to be amended to include cycles? I am not aware that such accidents have occurred, but I do know that even in Eastern Massachusetts, horses frequently shy at wheels running at ten miles an hour or less, and that many drivers of nervous horses do not remember bicyclers in their prayers to any great extent, in consequence. Of course, cyclers have a legal right on the highways at all times, and drivers of skittish horses have no right to complain if their animals show fright; but must look out for themselves. Their *prejudice*, however, is something that knows no law, and even at this late day the little matter of prejudice cannot be wholly ignored by any of us.

I see by the papers that some of the Washington riders attempted to "do up" Capt. Peck on his recent visit to the capital. "Lon" is a bold and intrepid rider, but "alle samee," from what I have heard, I do not think he met many of the old "vets" on the road, during his stay. I remember a visit to the capital city some years ago—not written up—when I met some veritable "toughs" in the saddle, who, I think—whether on the Cabin John road, the Tenallytown Pike, or the stretch to Marlboro—would "do up" a steam bicycle or a tow-path mule. I remember them with sorrow.

The *Globe* says, Editor "Froudin" entertained Treasurer Brewster at the Pemberton during the visit of the latter here. Wonder if Foudrinier recognized his own name in the above.

"Why is it that Boston, of all places in the country the best from a cyclist's point of view, cannot successfully hold a decent race meeting?"

Why bless your heart, Mr. Howard, the reason is as plain as the nose on your face: Boston and all Eastern Massachusetts is the *touring* cyclists' paradise; that is one reason, and another is that Bostonians, outside of cyclers, wouldn't pay a car fare, much less a half dollar, to see any kind of a bicycle show. Cold fact! That's the way they're built, you know. But how they do love base-ball.

Among the Cape Ann tourists last Sunday were Wm. H. Edwards, of the Boston Club; Chas. W. Wilson of the Lynns; S. L. Aubin, Newton Club, and C. A. Haskins, Geo. E. Tell and J. F. Bassett of Salem. Dr. Boyman and wife of Providence, were among the arrivals Saturday night, and remained until Monday morning.

The new Massachusetts Club is adding slowly to its membership, and is now said to have seventy-five names upon its roll. The claim recently made that it is not a riding, but a social club, suggests a new departure for the sturdy pedal-pushers of the old club who have formed the new. If a social club, why a bicycle club at all? Or, why not let the officers be the active bicycle club members and make all the others associates? Don't give up riding boys! The road record for last season was too good a one to be lost sight of; and the new club with half the membership of the old ought at least to do half as well. STYLUS.

D. ROGERS & CO.

Now that it is finally settled that D. Rogers & Co. have gone "where the woodbine twineth," and their affairs have been settled as completely as ever they will be, the writer thought some information about them would be desirable.

The firm was composed of Daniel Rogers and James W. Smith, both Londoners. Rogers, who claims to be of a well-off English family, came to this country about two years ago, and, having am-

ple letters of introduction, secured a position in a Broadway firm. Six months after his arrival came Smith and his wife. Smith claimed to be a London stock broker, and that, owing to financial and some other domestic troubles, the nature of which he kept to himself, he had left home for New Zealand, where some members of his family were engaged in lucrative business. Mrs. Smith's health had been shattered by the voyage, and Smith decided to stop in this country for a short time to allow her to recuperate.

Meanwhile, he had been induced by Rogers to start in the cycle business in Newark. They occupied half a store on Broad street, and later moved to a rookery at 79 Clinton avenue. Just around the corner, on High street, they occupied an elegant house. They undoubtedly sold many machines, for they advertised very largely, and the testimonial they so widely advertised undoubtedly induced many to buy their wheels. By paying for nothing they always managed to have plenty of cash, and they spent it liberally—on themselves—smoking the finest cigars, drinking the finest wines, elegant house, servants, club life, society, etc.

Both men were personally known to the writer for over a year, and they made a most pleasant impression. Rogers was short, about five feet four inches, well built, swarthy complexion, prominent nose, smiling mouth, and with a slightly Jewish cast of countenance. Smith was a fair-skinned, blue-eyed, pleasant looking, and somewhat refined sort of chap; was a great cricket and tennis player. Both were decidedly English in manner, and their speech would betray their nationality anywhere.

When they left Newark, ostensibly for Bath Beach, L. I., they owed butcher, baker, and haberdasher; left not a cent in bank; and a month's rent; chattel mortgages to the extent of five hundred and eighty-five dollars, large amounts to every cycling paper, all the monthly magazines, and a number of country papers and city newspapers. They also owed a member of the Citizens Club fifty dollars; two Chicago cycle dealers two hundred and fifty-two dollars, a Milwaukee dealer a large amount, also a San Francisco dealer, and various other amounts, probably amounting to several thousand dollars all told.

If this duo concocted the idea of stopping in the country long enough to swindle "us smart Americans," they succeeded admirably; but we firmly believe they lacked business ability, ran into debt, went from bad to worse, advertised heavily to recoup, and then in a fit of despair, rushed off the stage. They certainly had no credit from the Cunard Cycle Co., all their wheels being sent to them C. O. D. This is the greatest cycling swindle we have ever had, and perhaps the details are worth immortalizing.

LEAGUE HOTELS, N. Y. STATE.

Nyack, John H. Blauvelt, Commercial Building.
Batavia, Charles Klinitz, 1 Centre street.
Weedsport, Brown, Rhuebottom & Co.
Utica, Utica Steam Gauge Co.
Hudson, The Clapp & Jones Manufacturing Co.
Syracuse, J. R. Mosely, Gifford street.
Stockport, Empire Loom Works.
Poughkeepsie, H. Von der Linden.
Cohoes, J. L. Lockman.
Yonkers, Nugent & Howell, 1 Deck street.
Tuckahoe, Hodgman Rubber Co.
Little Falls, John H. Maltby, 77 Ann street.
Peekskill, B. F. Ferris.
New York, The Pope Manufacturing Co., 12 Warren street.
New York, George R. Bidwell, 313 West Fifty-eighth street.
Brooklyn, Brooklyn Bicycle Co., 161 Clymer street, N.
Brooklyn, John Westrom, 179 Flatbush avenue.
Moravia, S. B. Alley.
Downsville, C. A. Hanford.
Elmira, John Zimmerman.
Cohocton, P. A. Seeley.
Watertown, Frank Pluche, E. Mechanic street.
Buffalo, E. N. Bowen, Main and Chippewa streets.
Watkins, I. N. Clawson.
Binghamton, E. Gay, 42 Commercial street.
Newburgh, E. Wilkinson, 77 Broadway.
Wappinger Falls, Harry H. Brown.
Elmira, W. H. Longstreet, 114 Baldwin street.
Auburn, E. Burroughs, 86 Genesee street.
Rochester, Thompson & Kenfield, 92 South St. Paul street.
Jamestown, Clark Salisbury, East Second street.
Albany, James Bradley.

WHEEL GOSSIP.

Crocker and Hollingsworth are both training at Lynn.

Stevens is billed for a Fall lecturing tour in England.

Dreirard-Herrenmeisterfahrer is German for championship.

Albany, Ga., has a club named after The Gormully & Jeffery Mfg. Co.

The Columbia team this Fall will consist of Rowe, Crocker and Hollingsworth.

The tricycling championship of Austria was won by A. Sild, riding a "Marlboro Club."

The Boston *Herald* is welcome to such of our paragraphs as it pleases, but do credit us occasionally.

Daisie is mad, because Karl Kron has said nothing about the ladies in that wonderful work—"X. M."

The Illinois Club, of Chicago, will give a "Smoker" on August 10, in honor of its first anniversary.

C. L. Smith, Captain of the Cambridge Club, and Representative Green, of Holyoke, will shortly move to Gotham.

Messrs. Ward and Sutphen, two Newark, N. J., wheelmen, arrived home on Saturday last from a two-week's tour among the Berkshire Hills.

A five-mile bicycle race was decided at Cheltenham Beach, Chicago, on Saturday, July 23. G. Ehlert finished first; time, 17:04½; N. H. Van Sicklen, by a yard.

Dr. J. H. Morgan, of Westerly, rode his Star three hundred and fifty-five days in 1886, during which time he covered 2,800 miles in the discharge of his professional duties.

Kentucky clubs amuse themselves during the hot weather with water melon parties. It is the highest art to make some other fellow's shirt-front and a water-melon collide.

Three members of the Lynn Cycle Club, Charles E. Whitten, Fred M. Barnett and Thomas F. Tuller, started last week for a wheel tour through New Hampshire. Wolfboro will be the first objective point.

The town—or is it city—of Covington, Ky., continues to heap honors on Norb. He was city Treasurer, but he has also been appointed City Auditor, so that he now has the pleasure of auditing his own bills.

Messrs. Beckwith, Bailey and Pierce have wheeled from Erie, Pa., to Boston. They went from Erie to Albany, nearly four hundred miles, in eight days, and took the boat for New York. They wheeled the rest of the way.

Judging from the paragraph columns of the cycling press, our esteemed fellow townsman, Cornelius Vanderbilt, does nothing but buy various forms of cycles. The purchase of his thirteenth trike has just been recorded.

It is said that the Gormully & Jeffery Manufacturing Company have offered \$1,000 to hold a grand race meet at Chicago, provided the Pope Manufacturing Company and A. G. Spalding & Bro. will contribute a like amount.

We imagine that "Little" Powers could clip the wings of W. H. Senter, of Rockland, Mass., who signs himself, the "Boy Champion of the United States." Senter writes us that he will ride at the Lynn tournament and will meet all comers.

A club in Fiume, Australia, has joined the League. We cannot see how an Australian club can join a League of American wheelmen, and having joined, we again cannot imagine what possible benefit they will derive from their membership.

W. M. Brewster, Treasurer of the L. A. W., has arrived home in St. Louis, after a short visit East. He expresses himself as well pleased with the reception given him by Boston wheelmen, and the courtesies shown him in Gotham during his short stay here.

Some fast work was accomplished at the Crystal Palace Meet, held July 16. F. J. Osmond won his heat in the mile handicap in 2:38 2-5, and the final in 2:38 1-5; George Lacy Hillier, second by a yard. At the same meet, J. H. Adams rode the last lap of a fifteen-mile race in 39 4-5s. A 2:19 3-5 pace.

We frequently receive letters signed thus: John Brown, L. A. W., 13,411. Why is it that men will glory in a mere aggregation of figures, which are of no more interest than the number of a railroad coupon. Plain John Smith, with L. A. W., if preferred, is quite good enough.

The quarter and half-mile tricycle records made on July 12 by Kiderlen, were beaten on the 13th by F. W. Allard. Allard rode a trial mile at Coventry, covering the quarter in 40 2-5s, 1-5s, inside record; and the half in 1:20, 2s, inside record; three-quarter, 2:00 1-5; the full mile occupied 2:43 3-5. These are professional records. Allard rode a Club tricycle.

The following social runs are announced by Captain Wallburg of the Dorchester Club. August 7, Nantasket, start at 9:30 A. M.; August 14, Hough's Neck, Quincy, start at ten A. M.; August 28, Brockton, start at 9:30 A. M. These runs will start from the club room, Lower Mills, promptly at the given time. Wheelmen of the vicinity are cordially invited to join with them.

A new mile tricycle record was made at Long Eaton, England, on July 12, by E. Kiderlen, the Dutch champion. In a trial against the watch he cut all records for the fractional distances as well as at the mile. His times were: Quarter-mile, 40 3-5s.; half-mile, 1:22; three-quarter-mile 1:59 2-5; one-mile, 2:38 4-5. Kiderlen afterwards attempted to beat the quarter-mile bicycle record, but could do no better than 38s.

Why is it that Boston, of all places in the country the best from a cyclist's point of view, cannot successfully hold a decent race meeting? It has more wheelmen to draw from, it has more personal influence, and it has all the makers, agents and manufacturers ready to assist, and yet we cry in vain for a meeting. There are plenty of clubs in whose ranks can be found able men, why cannot they combine and give us some racing? Now, then, Boston clubs, let yourself be heard from.—*Boston Globe*.

The Owl Club, Chicago, held their ten-mile road-race Saturday, July 23, starting at Forty-third street and Drexel Boulevard and going South past Englewood and Washington Park, East to Oakwood Cemetery, North on Stony Island avenue, back to Washington Park, and back down Drexel Boulevard to the starting point. There were five starters, of whom one, Forrest, stopped at Washington Park. The others finished as follows: H. R. Winship, 36:9, 1st; Harry Fulton, 39:8, 2d; F. T. Harmon, 3d; Washburn, 4th.

A correspondent who wants to make racing interesting, suggests that all races be handicaps, and that a man is beaten when he is once passed. Put A on scratch and B on the twenty-yard mark. If now, A can catch and pass B at any time before the race is finished, he is the winner. This would certainly put a stop to loafing.—*Bulletin*.

This is a good idea, and while it might be an enjoyable feature on a race meet programme, by way of variety, it would not be wise to run all handicaps on this basis, as few limit men have pace. We hope some club will arrange a race of the kind suggested.

It is rumored that the Germantown Club proposes to give up its present quarters on Fairmount avenue and move up town to the vicinity of the asphaltum pavement on Broad and Diamond streets, near the Century Wheelmen's club house. A prominent official of the latter organization remarked, in stating this news, that this means the probable demise of one of the two clubs, as there is hardly room for the two at such close quarters. In fact, the present relative position as to strength of the Germantown and Philadelphia Clubs since the latter has moved into the Germantown bailiwick would indicate that something of the kind had been going on there, and that the club with the best accommodations will invariably attract members from the other.—*Philadelphia Times*.

The Central Wheelmen of Cincinnati will celebrate their first anniversary on September 10. A race meet will be given in the afternoon, an illuminated street parade in the evening, followed by a banquet at the club rooms on Seventh street. All wheelmen are invited to attend, especially those of Ohio, Indiana and Kentucky. The races will take place at Chester Park half-mile track. Entries close at twelve M. on day of races. The Central Wheelmen were organized in September, 1886, with a small membership. Since then they have increased wonderfully, and can now boast of having the largest membership of any cycling club in

the State. The present incumbents in office are: Charles Hampson, President; Hiram B. Klum, Secretary; George W. Robertson, Treasurer; and Will Milholland, Captain. President Kirkpatrick, of the League, will be present at the anniversary and act as one of the judges at the races, and will also make an address at the banquet.

The scorching race of the Dorchester Bicycle Club, to select a team of three to represent the club at the Fall meeting of the Eastern Road-Racing Association, was run over the twenty-five-mile course from Dorchester Lower Mills to Needham and return, on Saturday afternoon last. The day was terribly warm, and it was hardly expected that many would enter, but when only three put in an appearance it created a decided surprise. The starters were Doane, Benson and Marco, but the latter had trained but little, and fell out about five miles from the start, and waited for the return of the two others. The time of Doane for the twenty-five miles was 1h. 40m., and he was closely followed by Benson. The Referee and Timekeeper was T. C. Gage; Starter, M. E. Cummings; Judge, C. E. McLaughlin.

On Tuesday evening, July 19, at Coventry, A. P. Englehart put in the most extraordinary performance on record, by lowering, on a "Brookes" safety, the world's records from one and one-quarter to five miles, both those made by Howell in this country, and by W. A. Rowe in America, and not only lowering them, but fairly smothering them. The night was perfectly still and close, and with Mr. Illston and Henry Sturmy clocking, J. H. Staner checking the laps, and J. H. Adams, Fenlon and Buckingham pacing in turn, he accomplished the following extraordinary times, cutting all records from two miles up, and beating Howells's five miles times by over twenty seconds, finishing, moreover, as fresh as paint:

TIMES MADE.		HOWELL'S RECORDS.	
MLS.	M. S.	M. S.	
1.....	2 40	... ..	2 35 1-5
2.....	*5 26	.....	5 37
3.....	*8 9	.....	8 27
4.....	*10 54	.....	11 14
5.....	*13 35 3-5	.....	14 1 1-5

The Massachusetts Division is holding its meet at Martha's Vineyard, on Thursday, Friday and Saturday of this week. The Boston party left on the 4:05 train on Wednesday afternoon. The programme of the meet is as follows:

Thursday—9:30 A. M., meeting of Board of Officers in Town Hall; at 10:30, general meeting at same place; 12:30 P. M., train for Katama, clam-bake at Mattakeeset Lodge; eight P. M., band concert in Ocean Park.

Friday—Ten A. M., parade; formation at nine A. M. at Sea View House; 4:30 P. M. races around Ocean Park as follows: One-mile novice, amateur; one-mile handicap, amateur; one-mile open, amateur; one-mile tricycle, amateur. Entries close with J. S. Dean, 28 State street, Boston, or Sea View House, Cottage City, Thursday, August 4, eight P. M. Reception of members at Casino by Martha's Vineyard club.

Saturday—Nine A. M., sailing excursion on the Sound, returning for dinner; four P. M., base-ball at Waban Park between members of Division and residents of Cottage City; eight P. M., hop at Sea View House.

"The recent action of Mr. Luscomb in resigning from the Executive Board of the New York and New Jersey Team Road-Racing Association, for reasons as explained in his letter which appeared in THE WHEEL of last week, is worthy of much praise. The League, while it 'regulates the government of all amateur sports connected with the use of the wheel,' was organized primarily to 'ascertain, defend and protect the rights of wheelmen.' It is unnecessary to inform any one that road-racing is illegal, all know it, and all cyclers hereabouts know also, that sooner or later such scenes as are enacted twice each year at Orange will result disastrously to the good of the cycling cause. The highway monopolized to the exclusion of traffic, horses rudely seized by the bridle, and their drivers forced off the public road, profanity and vulgarity heaped upon the heads of any who remonstrate or attempt to proceed uninterruptedly upon their way, are incidents little calculated to amplify our boasted virtues, or grant us favor before a court of justice. We made a great hue and cry about our rights; should we not then respect the rights of others? Can we expect justice when we are unjust ourselves?"—"BON" in *Bulletin*.

N. Y. STATE DIVISION MEET.

At a meeting of the committee held on Tuesday evening, it was decided to hold the State meet at Cooperstown, Friday and Saturday, September 23 and 24. Full details will appear in this paper next week.

JONAH'S JERSEY JOTTINGS.

I am sorry to be obliged to open my tale of Jersey doings this week with bad news. Last week I told you of the grand scheme of the Roseville track managers to create and stimulate public interest in this vicinity in first class track racing by establishing bi-weekly meetings in connection with the ball games. I told you that arrangements were being made to begin the experiment next Saturday. I have received a letter from Secretary Willever, in which he says, that owing to the recent heavy rains, which have injured the track, the meeting set down for August 6 has been postponed of necessity to the 20th. By way of compensation, however, a tournament on a more elaborate scale will be given, twelve races being proposed for the programme, including the club championships, the opportunity for which it is thought will be gladly embraced by several. It is expected to run the affair on an elaborate scale. Suitable prizes will be offered and the advertising will be liberal. It is promised that Rowe will be on hand, and that in all probability Whittaker, Crocker, and Hollingsworth, if they are in the East as expected, will be among the competitors. Notwithstanding the attractions offered, the patronage of the public will be invited by cheap prices—twenty-five cents probably for admission, with ten and twenty-five extra for the grand stands. The particularly bad news contained in Secretary Willever's letter is to the effect that the negotiations with the base-ball people for the semi-monthly meets have failed, the proposers having been unable to make the diamond sportsmen see the advantages to be gained by appealing to the lovers of two kinds of sport. It is a pity, for the double attractions could not have failed to draw a large crowd that might have created a more rational foundation for confidence in future dividends to the stockholders.

Tommy Burnet, of the U. C. W., tells me of a run Patersonwards, last Sunday, by himself and several clubmates, and of their hospitable reception and guidance by Messrs. Romaine and the Shuit, of the P. C. W. "Nice fellows, those P. C. W. boys, hey?" asked Tommy. I readily assented, mindful of their many favors to me in the shape of news at dull seasons.

By the way, the K. C. W. boys will have to look out for their laurels, as the P. C. W. has a squad that drills weekly, and constant practice makes perfect, you know.

Fired with the spirit of emulation and mindful of the success of the recent U. C. W. county road-race, I hear that the Plainfield Bicycle Club is seriously contemplating giving a ten-mile championship road-race for Union County riders. This is a good omen. The Plainfield men made a very creditable showing at the recent runs at Roseville and Westfield, and proved that they have a good stock of available racing material. Why is this club, with its seventy or more members, not in the Road-Racing Association? I ask this question repeatedly in the hope that "constant dripping may wear the hardest stone away."

A FEW WORDS ON ROAD-RACING.

And, by the way, do I commit an offense now in mentioning the existence of such an association and an inferential interest in its prosperity? In the face of the able and exhaustive official pronouncement of my friend, Mr. Luscomb, on this subject, and that, too, backed with so much editorial commendation in THE WHEEL and the Bulletin, may I be permitted to raise a humble whisper of dissent from this wholesale prohibition of the crime of road-racing? Now, my pleasant intercourse with Mr. Luscomb on several occasions in the past, when I have chanced to differ with him, has proved to me that he has the good of wheeling and all legitimate sport connected therewith at heart, and that he is sincere and outspoken in his expressions of opinion. It is pleasant, to put it in a seemingly paradoxical way, to differ with such a man, and an honor to discuss any question with so fair an antagonist. He will, I am sure, do me

the courtesy to grant that my motives are alike good and my expressions of opinions alike sincere. Wheeling is my recreation, my exercise, my hobby, in fact, my bread and butter, and although I have never done, nor probably never can do, as much for the L. A. W. as Mr. Luscomb has, still I claim to have its prosperity and its work for the benefit of us all as much at heart as he has. Any opinion of mine as to the legal bearings of the question issued, of course, justly, have no weight beside his; but I must confess that my confidence in the manifest and undoubted illegality of road-racing is considerably shaken, when I reflect that Mr. Luscomb was one of the prime movers in the establishment of the Inter-State Road-racing Association. Now, I think I know Mr. Luscomb so well as to know that had his long legal experience made him cognizant of the fact that road-racing was illegal, he would never have assisted in the delivery and nurture of an infant, whose avowed purposes were illegal, and, therefore, in this case, detrimental to the cause of the wheel they sought to promote. His awakening, therefore, to the "irresistible logical conclusion" that the traveling of more than one bicycle or tricycle at one time over the public road at a fast pace is "unlawful, and should be disapproved and discouraged," I must conclude is of recent date. In justice to Mr. Luscomb, I must confess that I have made no "careful examination of the question in its legal bearings." Had I, and had I been gifted with his acute perception, I too might have been overwhelmed, as he has been, by the awful discovery of the crime I was aiding and abetting. But I have not. I have never heard over here, in this benighted out-of-the-world State, of any statute regulating the speed at which one or more vehicles might go over the public roads. If there ever was one, it belongs, I venture to say, to the way back of time, and has long since been forgotten. I know, as well as Mr. Luscomb does, that the common law says that "every man must so use his own as not to injure another's," or, in other words, that every man must enjoy his own rights in such a way as not to interfere with the rights of others. It is in the common law, I think, that Mr. Luscomb must rely solely for his sweeping statement, intended, I assume, to embrace the whole country. Now, the common law is a law above everything of reason and admits of reasonable interpretation. Now there are times when men in the enjoyment of their rights do interfere with the rights of others. Houses are moved and roads are blockaded. Processions impede traffic. Stands are erected for public speakers, and the streets are occupied. Mr. Luscomb will say: "But these are necessary evils, and are permitted for this reason." To a certain extent this is true. The Tough Boys' Target Company, and Agitator Denis Blatherskite should undoubtedly be respected in their desires. This is reasonable. Why is it not reasonable, then, to extend this indulgence a little further? John Turfman is allowed to speed his trotter against Billy Gofast's nag on St. Nicholas avenue. The ball fiends at the Polo Grounds daily make Harlem a bedlam with their yells. Great yacht races block the Narrows with a flotilla, and rowing regattas interfere with navigation on our rivers. Yet no one thinks of applying this rule of the common law, or of the statute law either, if there be such a statute, to put a stop to them. In the interests of sport the inconveniences are submitted to with commendable courtesy. But let two, or a dozen, or twenty, or more, bicycle boys get out on a country road for a trial of speed, and the cry goes up that human rights are being violated, and road-racing must be "disapproved and discouraged." Come now, is this fair? Why should the wheelmen be selected as being the main and only aggressors? I tell you it is against the wheel that the persecution is directed. Let us demand the same reasonable courtesy toward the wheel, in the interpretation and enforcement of the law, as is extended toward other sports. And where is all this great inconvenience? The annual team road-race perhaps brings out the biggest crowd of spectators and the largest number of racers. Yet what is the inconvenience occasioned? A crowd collects at a single point, to be sure, and there may be a delay of a moment or two to passing vehicles. In a quarter of an hour the racers are strung out with room enough for all. In all these races I have neither seen nor heard of any reluctance on the part of drivers to give the wheelmen their share of the road. Whatever complaints may have been made come from the enemies of wheeling, who seek every opportunity to prejudice the public mind against it.

Their efforts I am happy to record, have been fruitless. The American love of fair play and heartfelt sport is too universal and strong to do wheelmen injustice. This readiness to knuckle in to every stray prejudice is an evidence of weakness that will be a stumbling block in our fight for our rights. Let us stand firm and demand for wheeling the same reasonable and liberal interpretation of the law of *meum* and *tuum* accorded to other sports. From my conversations with representative wheelmen over here I fear Mr. Luscomb can look for little support to his too generous (to use a mild adjective) policy. As to any L. A. W. legislation, it strikes me that the members at large will have to be heard on that. Trusting that Mr. Luscomb and the editors of THE WHEEL and Bulletin will accept this difference of opinion in the spirit in which I give it utterance. I remain, as ever, yours for the best interests of the wheel.

Aug 3, 1887.

JONAH.

HOW TO SECURE BETTER ROADS.

Mr. Charles Richards Dodge has something to say on this very interesting subject in the August *Outing*. It is a work, says Mr. Dodge, for the League of American Wheelmen to become interested in. A work that would do it far more honor than anything it has yet done. The League has done good work in the touring department and in obtaining for wheelmen their rights on the road, but it is now time for it to take up the subject of improvement of roads. Engaged in such a work as this, the League would enlist many wheelmen who are now outside its fold, and with so grand an object in view, might double or even treble its membership.

Coming down to the details of the whereforeness of the how, Mr. Dodge thinks the League should plan and direct the scheme, and the League members, operating through their State Divisions, should accomplish the work in their own localities.

The first work is to bring about a change in public opinion, then in the laws relating to the building and proper maintenance of roads. The system of working out road taxes should be abolished.

To quote from Mr. Dodge:

"As I have intimated, the League's part in the scheme would be to arrange the preliminary work, which would be on paper, as a matter of course. Imaginary lines of travel should be laid out between distant points, in every direction, which would constitute chief routes between prominent cities or cycling centers. Then, by careful study, and actual surveys when necessary, it should be ascertained what rideable highways already existed upon or near these lines, and the localities where poor roads were the rule, indicated. The work thus intelligently laid out and systematized, the country could be marked off into districts, and the wheelmen of a given district put in charge of the undertaking. A bureau of information should be established, and money used in the collection, compilation and publication of matter relating to road building; to digests of existing laws upon the subject, with suggestions looking to better ones; of information for farmers and others showing the money advantage to a community of having good roads, and, lastly, arguments which the bicycling citizen or townsman could employ in his efforts to convince opponents of the necessity for good thoroughfares. The work should be pushed steadily and unceasingly, always keeping the bicycle in the background, to the end that an unfavorable public sentiment shall not be aroused. At the outset little would be accomplished, though if the result should, in ten years, be but two or three fairly well-surfaced straight-aways of 1,500 or 2,000 miles each in two or three directions, a great deal would have been accomplished."

We send marked copies of this week's WHEEL to many residents of New York, Staten Island, Hoboken, Jersey City, and other adjacent towns, who have not previously been notified, to call at 12 Warren street, and pay \$1 there for their specially-labeled copies of "Ten Thousand Miles on a Bicycle." Recipients of this paper, with the present paragraph marked, who prefer to have the volume forwarded by mail, will please send \$1.20 to Karl Kron, at the University Building, Washington Square. If any prefer not to claim their half-price copies at all, they are requested to send notice to him there, in order that he may put them on sale at the regular rate of \$2.

WHEEL GOSSIP.

The L. A. W. has 115 active members.

The Omaha Wheel Club has forty-two members.

E. R. Drew, Massachusetts Club, was in town on Friday.

A. B. Rich and Jesse Powers will compete at the Cleveland tournament.

Lynn talks of a tournament for Saturday and Monday, September 3 and 5.

The Harlem Wheelmen had a run to Long Branch on Saturday and Sunday.

The Bloomfield, N. J., cyclers will hold several hare and hound runs during the Summer.

Y. Morrison, Montreal Bi. Club, is in town, the guest of the Citizens Club. He is on an extended wheel tour.

Robert J. Dick and J. Howard Clapp, of the Yonkers Bicycle Club, have been doing a number of long distance tours of late.

The *Wheelmen's Gazette* has been purchased by the proprietors of the *Wheelmen's Record* and will be run as a monthly as heretofore.

Four New Orleans wheelmen, on a tour to Niagara Falls, passed through Covington, Ky., last week. They left New Orleans July 4.

Pittsburg and Allegheny City are going to share a quarter-mile cycle track, to be built at the Pittsburg Driving Park, inside the trotting track.

Albany wheelmen are trying to induce the ladies to ride. It is rumored that Mr. and Mrs. R. C. Folger intend to purchase a tandem and start the ball rolling.

At Omaha, July 17.—Ten-mile professional bicycle race—J. S. Prince, 33:59; S. G. Whittaker, 33:59½. Five-mile bicycle race—Knapp, 15:58¾; Ashinger, 2d; Eck, 3d.

The Missouri Division had a surplus of \$515 from the League meet. Half of this they turned into their treasury, and half of it they turned over to the League treasury.

St. Louis Wheelmen talk of forming a stock company, for the purpose of building a general club house and track, all the clubs to be interested, but each to keep their individuality.

Tom Eck writes us that the Gormully & Jeffery Mfg. Co. will have a racing team this Fall. They will train at Roseville, where they will arrive about August 10. Eck will take care of them.

Engleheart has ridden five miles in 13:35 3-5, doing the miles in 2:40, 2:46, 2:43, 2:45, and 2:41 3-5, a remarkable performance. He rode a highly geared safety, being a very powerful rider. No ungeared wheel can ever be driven at this pace.

Secretaries, or members of Athletic or Bicycle Clubs, will, of course, very soon require badges or medals, either in gold or silver, for competition. By addressing E. R. Stockwell, manufacturer, 19 John street, designs will be sent for inspection. **

Records.—English professional records made July 9, by R. H. English, at North Shields: 12 miles, 35:05; 14 miles, 41:05; 16 miles, 46:58; 17 miles, 49:55; 18 miles, 52:54; 19 miles, 55:09. Total distance covered in the hour, 20 miles, 800 yards.

Says a newly-converted wheelman: "My dear fellow, when I take a step now I feel that I have a leg under me. There is no uncertainty about it. It does not wobble at the knee, as of old, and threaten to desert me at a critical point. In short, I'm a new man."

LONDON, August 1, 1887.—Temple, of Chicago, won the one-mile professional bicycle handicap race at Bridlington to-day. Morgan, of New York, was second, and Woodside, of Philadelphia, third. The five-mile international bicycle race was won by Woodside in 14m. 50¾s.—*Cable*.

We had a pleasant talk the other evening with Mr. McCann, proprietor of the Mt. St. Vincent Hotel in Central Park. The hotel is about 104th street near Fifth avenue. It has a cool dining hall, and is surrounded by broad verandas, which make a delightful dining place. The service is positively first-class, and the prices reasonable. The waiters have standing orders to make a reduction of twenty per cent to all cyclers. This amount is deducted by the cashier, without troubling the wheeling guest. It is a most delightful place to have a late lunch or an early breakfast.

The Philadelphia road-race for the Tryon cup will probably take place over the Lancaster Pike; the authorities have given permission for the contest.

At its regular meeting, held Tuesday evening, the Long Island Wheelmen voted to withdraw from the N. Y. and N. J. Team R. A. on the grounds recently stated in THE WHEEL.

Woodside Breaks Records.—At Long Eaton, July 21, W. M. Woodside broke the English professional record for ten miles. His times were: 1—2:52; 2—5:50; 3—8:41; 4—11:25 4-5; 5—14:18; 6—17:12; 7—20:00 2-5; 8—22:58; 9—25:47; 10—28:34 2-5. The previous record was 28:58.

It is rumored that the Troy Bicycle Club and the Albany Wheelmen are making arrangements to hold a joint tournament, probably at Island Park, between the two cities. Troy has eighty-five and Albany sixty-nine League members, most of whom belong to either of the above-mentioned clubs.

The Worcester Bicycle Club, will hold a race meet August 13, at Agricultural Park. Event: Team race of four men to each club, open to Worcester County clubs only; one-mile race between Midgley and Rolston, representing the Worcester clubs; besides these are a number of club races.

The N. C. U. gains a case—A butcher named James Curnick, who was also a "bit of a boxer," deliberately drove over two tricyclists on the Ripley Road. Two tricyclists demanded apology, but were cuffed, boxed, and insulted. Met a party of wheelmen, who helped them capture the boxing butcher. Boxing butcher fined £15.

The Berkshire County Wheelmen, Pittsfield, Mass., have elected the following officers: President, E. H. Kennedy; Vice-President, J. N. Robbins; Secretary, S. England; Treasurer, E. F. Hill; Captain, C. C. Kennedy; First Lieutenant, W. H. Sheridan. The club is very prosperous; forty members and a plethora of exchequer. By the way, Mr. President, what are the duties of that Vigilance Committee? We are interested.

The Yonkers Bicycle Club have taken possession of their new club-house on South Broadway. They have a reception room and reading room, gymnasium and billiard parlor, where they can while away the hours when the weather is unfit for cycling. Next week some of the members start on a long trip through Northern New York and the Berkshire Hills of Massachusetts. The third race for the five-mile handicap gold medal has been postponed for five weeks. D. G. Holbrook is the present holder, having won it twice. When it has been won three times by a rider it becomes his personal property. The Club is in a flourishing condition.

Arrested for Reckless Driving.—Messrs. Walter and Howard B. Mings were arrested in Fairmount Park, Philadelphia, on Friday night last, for alleged reckless driving. The wheelmen were on the right side of the main drive and rode steadily ahead, carefully and quietly. Behind them came one Mr. Cairns, of the Coroner's office, who took umbrage because they did not get out of his way. Cairns complained to the guard, the wheelmen were arrested, and at the hearing held on Monday afternoon, the Magistrate discharged them, Mr. Cairns having failed to appear. Doubtless he discovered over Sunday that he had made a contemptible ass of himself, and so let the case drop.

A chapter in professionalism.—On a recent Sunday Whittaker and Ashinger rode a five-mile race at Omaha, Neb., and, of course, Whit. won. Whit's backer, a Mr. Penrose, won much shekels, of course, and so did Ashinger's backer, one Hebrew named Eckmann, of sporting proclivities, and this is how he did it. Of course the astute Hebrew knew that Ashinger could not win, so to Whit. he goes, and tells him he will back him if he will promise to ride straight. Whit. promises, and astute Hebrew borrows from everyone in town and backs Whit. Meanwhile other parties who wanted to get astute Hebrew's money got Whit. to promise not to win, and they took every bet the Hebrew offered. When race came off, Whit. kept his first promise by winning, thus making money for his backer, money for himself, and money for astute Hebrew, who cleaned out the outside goslings, who flutter at the skirts of speculation and generally get roped in by those on the inside. Astute Hebrew flits the town forgetting to pay back the money he had borrowed. It's a polar day when the astute Israelite gets left.

SUMMER SAUNTERINGS A-WHEEL.

FIRST PAPER.

TWO STAMFORD CYCLERS ABROAD—NOTES AND IMPRESSIONS OF THE OUTWARD PASSAGE.

The collar boxes had been packed; business cares shaken and partings taken; and the beginning of our mid-summer pilgrimage was a smooth run down the Sound on the Shady Side to New York, an experience unimportant, except to those who seldom go by water; to us it was but a pleasant preliminary to the longer and more varied sea-going which we were booked for upon the Wisconsin, which left Pier 38, N. R., at 4:30 P. M.

We went aboard at 3:30, and from that time on the confusion of the second Babel—almost—deepened and gained in volume until the clanging of the last bell ordered ashore all who were not going over. Such a going to and fro and in and out would have done credit to a monster hive of bees, as those parting words—many of them last words, doubtless, this side of eternity—were said, in varying degrees of emotion and excitement.

Nature, very unpleasantly for us, began to weep also, and we slowly steamed out of a very showery and misty New York harbor.

Tuesday night was a rough one, but the weather king smiled all day Wednesday, and the convalescents were on deck in numbers. In the shade of the life boats were various groups, among some of which, from appearances, that old, old story was being rehearsed. There were brides, of course. Novel, indeed, to us was the picture of the boundless deep, on all sides, where sky and sea meet.

We are so far out now that very few ships are seen, and each one attracts more attention than its predecessor, for, in our isolation, like a man going down, we catch at anything. There is a charm in studying the ever-varying blue-green water, as the sun light plays upon it. A fine breeze has all day supplemented the steam that drives us along none too fast, for the old tars had shaken out some canvas early in the day. Those old sailors are a study in themselves, and are interesting. Away forward in the bow of the ship is the lookout, a bronzed old salt, ever on the watch for danger to the ship and passengers. His keen eye is constantly peering into the vague beyond, over the trackless, sun-lit sea, for he says that at any moment a wreck or some hidden thing may be struck by the vessel. There are two lookouts on duty at night, and one during the day. Jack, evidently has time for living over again events of years gone by, from the time he took to tobacco, and ran away to sea, until the present.

To return to the sunny deck aft, where the favored ones are, it is surprising to see how much attention and care the prettiest woman secures. She commands—or could—the whole ship! Verily the mild power wins.

Knots of tourists chat of and plan journeys, and Paris seems to hold its own pretty well with Bologne, Brussels, Dieppe, London, etc.

It's true that the greatest drawback to this tour is the "surplus of water," and the time taken in getting over it, but we shall be only the more glad to set foot again on terra firma, and begin our first cycling trip, from Liverpool to London.

On Wednesday afternoon we passed a toy ship, about three feet long, sailing west, may be bound for Boston, which some one had possibly lost overboard. The little thing looked lonely on the restless bosom of old ocean, and all eyes were upon it until it was lost among the whitecaps far astern. One young lady passenger became in a mild manner demented, caused by the excitement of embarking and the first day out, and was taken in charge by the stewardess. The Dr. via, is an exceedingly gallant man, and very popular among the ladies.

Jack tars were quite a crop in the ship's rigging, this morning, oiling it, and if their emulation of the ducks before a storm, means anything, we may have one, in fact there was quite a shower before they came down, and we shall ever after this beware of Jack aloft.

Le Capitaine already has such an English accent and pronunciation that one of his room-mates thought him a young English nobleman returning from an extended American tour.

It is pleasant and more or less profitable to study the various phases of humanity on shipboard, from the royally silver-plated of the after deck select circle, to Jack, the lookout, away forward; from the pretty French maid giving reading les-

sons to her charge, the lee side the life boat, to a steerage man asleep in a big coil of rope on the fore deck, in the shadow of the sail.

During "lulls" conversation dropped upon the subject of base-ball, and as in usual cases far from the scene of action, there were some experts on board, whose powers were evidently away out of the common order. There were exquisite evenings of melody in le grand saloon, and as if to in a way counterbalance them, there were song and banjo solos away up on the forward deck, which in their picturesque grouping were a cross between a Southern camp meeting and a Salvation Army gang.

As we approached the Banks of New Foundland, Jack reefed a couple of the sails aft, out of respect to the fog and mist that began to appear, and possibly he was sensible, but we were in a hurry to get over, which will take a day or more.

When Jack gets hold of a rope we have noticed that there was as much "yo ho-e!" as pull, but he "eventually arrives there."

"Le Cap" disturbed our reverie this morning, wherein we were gliding smoothly over some fine English road on bicycle, by saying that "the sea was like the ship because each had some heavy swells on."

While some are napping below, during the first part of the night, others are playing "nap" in the smoking room for stakes of beans and hazel nuts, not to mention cash.

When rain toss began to wane in popularity with the energetic ones, the game of shuffle-board came to their rescue, and joy was theirs again.

A jolly theatrical man played a good one on the steward when he came for his ticket. The J. T. was rigged up in a special face for the occasion, as an old man, and gave up his ticket. Later, when in his right mind and face, the steward asked for his ticket as if he had not seen him before, and it was some time before he could be convinced that the old man was not a "stow away."

A memorable feature of Friday night was the steam fog whistle, and glad were we to get beyond the foggy district.

Our anticipated sense of loneliness and insignificance when out on the mighty deep, was in actual experience but very slightly realized, for after the second day we "trod the deck like kings," albeit the gait was a little unsteady, conforming to the ship's motion.

The weather was much too cool for comfort most of the time, and heavy clothing was the most suitable.

A BURIAL AT SEA.

A poor French woman among the steerage passengers, died on Sunday morning, and was given a sea burial at 4:15 in the afternoon. Two Roman Catholic priests recited a short service and sang a chant over the remains, as, on a board, the sailors held it poised on the ship's rail. The ship's colors were wrapped around the body, and removed at the instant of the plunge into the cold and seething water.

That was a sober and awe stricken group standing along the rail and in every available place to see what was to the most of them a novel ceremony. Tears of sympathy were shed by many of the lone French woman's fellow voyagers, and the scene was at once sad and interesting. There was no cessation in the great throbbing heart beats of the steamer's engine—if there had been in the life of the subject of our sketch—and the ship rolled with the same monotonous lurches, the waves broke with the same sullen roar against the prow and side. Jack went about his usual duties, the passengers turned away, and our little floating world moved on much as if there had been no ending of the chapter of a human life.

How at first glance cloud shadows on the sea resemble land, and how charmingly deceptive the vision is for a time, especially to the voyager who is weary of the watery waste that has been so long in view. Some one wanted to know if this slow old steamer carried the mails, and was told that it took only monthly and quarterly papers!

On the sixth day out, our partner discovered something probably never known before in the annals of the sea, viz.: a sailor who did not drink rum nor use tobacco.

An occasional porpoise and sea gull were all that broke the monotony for hours at a time, and the thing was beginning to drag when Tuesday came round, and they began to size up the passengers who were to land at Queenstown, our first stop. There was an anxious inquiry after stray trunks, as is usual with those who did not have them properly marked. This subject, and show-

ers, kept some of them busy for two or three days, and helped pass time.

A dirty Arab was found on board, dressed, or rather undressed in the wretched habiliments of his native land, which consisted principally of some baggy muslin about him, and when in the New Foundland low temperature, the tramp was given warmer clothing a la English by some humane people.

Tuesday's high breezes sent frequent showers of salt spray over the deck, and afforded the ladies an opportunity to scream, and look horrified-ly enchanting or thar'-a-bouts!

A small vessel, bottom up, was seen early this morning, that told its own story of the angry sea, and a pathetic one it was, too. No jesting was indulged in by those who saw it.

Among the queer characters on board was an old man whose failing, besides very much soiled clothing, was an apparent delight in false alarm, which were of a harmless sort, though, and one I will illustrate: He would walk quickly to the rail and gaze intently at some imaginary object, until, perhaps, all the passengers on that side the ship were trying to see what was to be seen, then with a sardonic grin, as he stroked his stubby chin, he resumed his pacing the deck.

As this last page is written the sea is getting smoother, the sun comes out, and the land hungry people again enjoy life on deck, and talk of soon going ashore, although that experience is a day off from the first, at Queenstown, where a small avalanch of mail for "the States" will be left. Queer, to us, phrases already crop up, and the air, and ours, especially "Le Cap's," is getting decidedly English, as the money used on ship-board has been all the way over. STAMSON.

ODDS AND ENDS.

T. A. SMILY, care G. R. BIDWELL,
313 West 58th Street.

DEAR SIR.—I was well satisfied and really astonished to find that I was able to mount, ride and dismount in less than one hour's instruction.

Respectfully,

HENRY LANG.

June 8, 1887.

405 East 57th Street.

To T. A. SMILY,

Nov. 2, 1886.

DEAR SIR.—I am very well satisfied with your instructions, and shall always recommend any of my friends wishing to learn how to ride a bicycle to you as a competent instructor.

Yours most respectfully, WILLIAM RICHTOR.

Care of LOUIS WEBER, 19 Harkort Street, Leipzig.

All who have worn the "Z. & S." Supporter pronounce it the best, try it. For sale by Howard A. Smith & Co., Newark, N. J.

The immense popularity of the "Z. & S." Hose Supporter has led Messrs. Howard A. Smith & Co., to make several valuable improvements on them. The improved supporter is just the thing. Send to Howard A. Smith & Co., Newark, N. J., for a pair.

Quilla Rich ought to be an authority on shoes, and when he says Graff's racing shoe is the best he has ever used, the matter is worth looking into.

The Overman Wheel Co. has put on the market a lamp patented by Mr. Harold Serrell. The air is introduced on a level with the flame, instead of at the bottom, which prevents the lamp from going out, even by a strong wind or by the draught caused by a fast pace.

The Kinney tobacco wishes to announce that its cigarettes are made from the finest selected tobaccos, thoroughly cured, and pure rice paper, are rolled by the highest class of skilled labor, and warranted free from flavoring or impurities. Every genuine cigarette bears a fac-simile of Kinney Bros. signature. This firm are sole manufacturers of many celebrated standard brands, including Sweet Caporal, Caporal one-half, St. James, St. James one-half, Ambassador, Entre Nous, Straight Cut, and Full Dress.

MAN WANTED.—Wanted a man with a thorough knowledge of the Sporting Goods business to take charge of a Retail Department. Will give an interest to the right party. Address, P. O. Box 444.

Mr. Henry C. Haskell, the John street medal maker, has just completed a fine sharp-shooting trophy for a Southern regiment. It is an artistic combination of a rifle, a target, and a knap-sack, the latter being represented by black and grey enameled gold, to set off the black leather of the knap-sack and the grey coat. The trophy is further enriched with diamonds. The cost is \$150.

Messrs. W. L. Fish & Co. advertise some big bargains in our For Sale and Exchange columns.

Off to Cottage City.—Messrs. G. R. Bidwell, W. J. Gilfillan, F. P. Share and C. S. Luscomb left Gotham on Wednesday evening for the Cottage City meet. We are willing to bet that Captain Luscomb will spend most of his time bluffing, that Mr. Share will make love to the Nantasket girls in pure latin, and that our Chief Consul will hob-nob with C. C. Hayes and evolve new plans for League progress.

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.

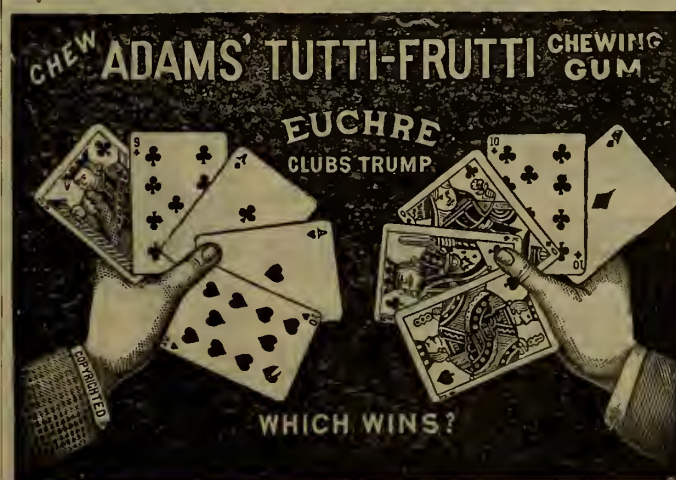
PACKED.—20 CIGARETTES.

KINNEY TOBACCO CO., New York,

Successors to KINNEY BROS.

Send 15 cents for sample package.

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 guardman, 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*.

It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion.

The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.

As this is swallowed, it co-operates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation.

I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.

R. OGD. DOREMUS, M.D., LL.D.

BIG BARGAINS.

1, Coventry Rotary Tandem, 1886 pattern, hollow rims, tangent spokes, ball bearings, cradle springs, lamp and bell. In fine order aside from wear of tires. Price \$95.00.

1, 54 New 1886 pattern American Rudge, never mounted. Enamel and nickel finish. "Fish" saddle and bag. Cost \$112.50; will sell for \$90.00.

1, 54 Harvard, standard finish, ball bearings, drop bars, new tires, good condition. Price \$50.00.

1, 50 Otto Special, standard finish, good order, "Fish" saddle and bag. Price \$30.00.

1, 36 Kangaroo, geared to 54, suited to rider of 52 or 54, ball bearings, long distance saddle, foot rests, etc., used only four months, good condition. Price \$60.00. Big bargain.

1, Premier Trike, balls, lamps, etc., good condition, \$50.00.

The above machines are sold to make room for manufacturing saddles, and are not "wrecks" sold for a purpose, but are as represented.

Sent C. O. D. upon receipt of cash amount of charges both ways.

APPLY TO

WM. L. FISH & CO.,

69 Roseville Ave.,

Newark, N. J.

FOR SALE, EXCHANGE, WANTS.

FOR SALE.—A Facile Bicycle in good condition; used but little. Price new \$136; will take \$80. For particulars address Wm. J., Jr., Asheville, Box 308, N. C.

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.

WANTED.—One 52-in. Expert Columbia and one 52-in. Standard Columbia. State condition of wheels and particulars. Address Willard Hamman, Millwood, Kos Co., Ind.

FOR SALE.—A 50-in. Standard Columbia Bicycle in good condition. Price \$25. Want a larger wheel is why I sell. Write at once for description. Nelson A. Bradt, L. A. W. 15632, Johnstown, N. Y.

FOR SALE.—42-in. American Safety Bicycle, enamel and nickel, good as new, price \$65; 46-in. Safety, price \$70. E. I. Horsman, 80 William st., New York.

FOR SALE.—36-in. Kangaroo Bicycle, enamel finish, in perfect order, good as new; price \$90. E. I. Horsman, 80 William st., New York.

52-IN. Yale, enamel and nickel finish, Fish saddle, in perfect order, slightly shop worn; price \$65. E. I. Horsman, 80 William st., New York.

FOR SALE.—1 52-in. Sparkbrook Special Bicycle; King of I. R. lamp; \$90. 1 Crippler Running Tricycle, 36-in., first wheel 28; geared to 60-in.; \$100. Address No. 167 E. 75th st., bet. 3d and Lexington aves., New York City.

WANTED.—47-inch Columbia Light Roadster in exchange for stand and gold watch and cash. **FOR SALE CHEAP.**—52 inch Standard Columbia. Box 75, Wappingers Falls, N. Y.

FOR SALE.—50-inch Standard Columbia Bicycle in fine order. Ball and cone bearings. Good reason for selling. Price \$60.00. Write for description to Bert K. Perry, Buffalo, N. Y.

FOR SALE.—56-inch, Full Nickeled, Expert, 1885. In first class condition. Address F. W. Lang, care of Ilderan Bicycle Club, 71 Lincoln Place, Brooklyn, N. Y.

FOR SALE.—52-in. Expert Columbia, full nickeled, excellent condition, \$90.00. "Expert," Box 444, New York.

FOR SALE.—A 50-in. American Ideal Bicycle, with bell, tools, etc.; all nickel except front rim. Price \$40.00. August Kinne, Richfield Spa, N. Y.

FOR SALE.—56-in. Standard Columbia; good condition; ball bearing front, full nickeled, except rims. W. B. Dodge, Box No. 6, Millville, Mass.

WANTED.—A Bicycle—50-in. Expert Columbia; state particulars. W. F. R., 337 Clinton st., Brooklyn

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list, containing many genuine bargains, to the Coventry Machinist Co., 239 Columbus avenue, Boston.

BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled, "2" All nickeled except rims, "3" Wheels enameled, balance nickeled, "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.
43	35	Invincible Safety,	\$135.00	\$75.00	4	2	2
44	36	Kangaroo Safety,	130.00	60.00	4	2	2
45	50	Standard Columbia,	90.00	50.00	5	4	2
46	55	Rudge L't Roadster,	156.50	80.00	4	1	4
47	54	Expert Columbia,	127.50	85.00	4	2	4
51	52	American Rudge,	112.50	75.00	4	1	4
57	56	American Club,	150.00	75.00	2	1	2
71	54	Columbia Expert,	127.50	75.00	Hlf. Nkl.	2	4
80	44	"Facile,"	130.00	70.00	4	1	5
87	55	Spalding Racer,	140.00	50.00	4	1	4
90	52	Royal Mail,	137.50	80.00	3	1	4
91	50	English,	100.00	40.00	5	3	3
95	55	Spalding Semi Racer,	140.00	55.00	4	1	4
96	55	"Racer,"	140.00	50.00	4	1	4
98		Sparkb'k Hum. Tdm.	265.00	200.00	4	1	1
99		Col. 2-track Tricycle,	160.00	110.00	4	1	2
106	50	Special Columbia,	120.00	50.00	5	3	4
117	51	Special Star,	160.00	95.00	4	1	4
118	48	" "	115.00	75.00	3	4	2
120	54	Imperial Challenge,	150.00	80.00	1	2	4
123	52	Sanspareil,	127.50	85.00	4	2	New
124	52	Sans. Light Roadster,	137.50	90.00	4	2	4
125	42	Special Star,	120.00	80.00	4	1	1
130	51	Special Star,	125.00	85.00	3	4	2
131	51	" "	120.00	80.00	4	1	3
132	54	Columbia Expert,	145.00	85.00	1	2	2
134	52	Standard Columbia,	92.50	50.00	4	4	4
135	56	Sanspareil,	130.00	70.00	4	1	2
136	51	Special Star,	130.00	95.00	1	1	1
137	42	Standard Columbia,	90.00	40.00	3	4	4
139		Quadrant Tandem,	275.00	225.00	4	1	1
141	54	Columbia Expert,	140.00	95.00	1	1	1
142		Col. 2-track Tricycle,	165.00	110.00	4	2	1
143	56	Humber L't Roadster,	150.00	55.00	4	2	4
146	56	Columbia Expert,	132.50	85.00	4	1	4
148	50	"Standard Columbia,	100.00	55.00	4	3	4
149	51	"Special Star,"	135.00	90.00	3	ball	2
153	52	American Rudge	112.50	75.00	4	2	2
154		Col. 2-track Tricycle,	165.00	110.00	4	2	1
156	56	Victor ('86 pat.),	132.50	100.00	4	1	1
157	46	Standard Columbia,	85.00	50.00	5	3	4
158	48	"American Star,"	90.00	50.00	5	4	2
159	54	Standard Columbia,	110.00	60.00	1	3	2
160	53	Royal Mail,	140.00	85.00	3	1	2
161	54	Rudge L't Roadster,	145.00	105.00	4	1	1
162	45	Special Star,	65.00	40.00	4	2	2
163	51	" "	70.00	40.00	4	1	2
164	56	Columbia Expert,	150.00	110.00	1	1	1
165	50	Ideal,	80.00	40.00	5	4	2
167	50	Premier,	110.00	85.00	4	2	1
168	56	New Rapid,	152.50	110.00	3	1	1
170	56	Victor,	132.50	105.00	4	1	1
171	53	Col. Lt. Roadster,	137.50	100.00	4	1	1
174	50	Sparkbrook,	135.00	85.00	3	2	2
176	54	University,	135.00	85.00	4	2	1
178	52	Sparkbrook,	137.50	120.00	4	1	1
179		"Crippler Tri.	180.00	125.00	4	2	2
180		"Hbr. Tandem,	260.00	225.00	4	2	1
182		"Crippler Tri.,	180.00	140.00	4	2	1
183	58	Columbia Expert,	165.00	100.00	1	1	1
184	50	British Challenge,	120.00	65.00	3	2	2
185	52	Humber,	130.00	70.00	4	1	3
188	52	Victor,	135.00	85.00	4	1	2
189		Col. Tri. (3-track)	180.00	75.00	4	1	1
192		Cunard Tandem,	250.00	150.00	4	1	5
195		Sparkbrk Hbr Tdm	265.00	200.00	4	2	1
196		Genuine	250.00	200.00	4	1	1
198	52	American Club	160.00	75.00	2	2	5
199		Genuine Hbr. Tndm.	250.00	180.00	4	2	4
200	42	Standard Columbia	80.00	30.00	5	4	2
201	48	" "	87.50	40.00	5	4	3
202	50	Challenge	95.00	50.00	3	2	4
203	54	Mail	110.00	65.00	4	1	4
207	51	Special Star	130.00	85.00	3	2	5
208	48	American Star	90.00	30.00	5	5	5
209		Columbia Safety	140.00	105.00	4	1	1
210	56	Harvard Special	145.00	85.00	3	2	1
211	50	Sanspareil	130.00	80.00	1	1	1
212	54	Mail	110.00	65.00	4	2	4
213	52	British Challenge	135.00	60.00	3	1	4
214	52	American Rudge	112.50	80.00	4	1	2

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124th Street and Seventh Avenue.

Renting, Repairing & Nickeling. Storing Wheels.



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NEW EXCELSIOR CYCLOMETER.
A FULL LINE OF SUNDRIES.**

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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 \$83.
No. 25.—Coventry Club Tandem. Side steerer. Good cond. Price \$175.
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No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Plain pedals. Price \$75.
No. 36.—48-in. Star. Good cond. Price \$56.
No. 40.—52-in. English Excelsior. Price \$45.
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No. 45.—48-in. Harvard. Enam. Balls to both wheels. Good cond. Price \$60.
No. 26.—52-in. Singer. Enam. Price \$20.
No. 47.—54-in. Club Racer. Prime cond. Price \$40.
No. 48.—44-in. Crypto-geared Humber Tandem made to order. Cost \$325. Price \$200. Fine cond.
No. 49.—52-in. Specially built Rudge L. R. Perfect cond. Price \$110.
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. 54.—51-in. Am. Star. Nickel except rims. Big bargain at \$56.
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. Lillibridge saddle. Price \$55. Big chance.
No. 58.—36-in. Kangaroo. Balls all over. Price \$56.

This Week's Bargains.

- No. 60.—52-in. Lt. 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. 63.—54-in. Exp. Col. Enam. with nickel wheels. Good cond. Big bargain at \$60.
No. 64.—52-in. Rudge L. R. Enam., balls all over. Cowhorn bars. Price \$56.
No. 66.—42-in. Ideal. Prime cond. Price \$30.

Our charge is ten per cent. commission, which is not to exceed \$15 nor be less than \$5.

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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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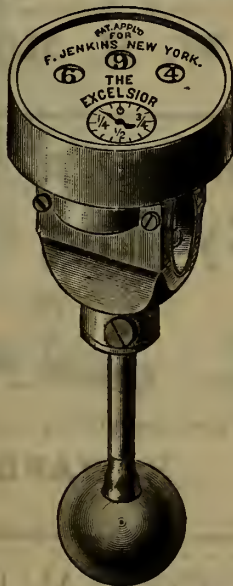
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PRICE TEN DOLLARS.

IT REGISTERS 1000 MILES.

IT READS FROM THE SADDLE.

IT IS ACCURATE.

The finest workmanship ever put in a cyclometer. Every part is machine made and guaranteed accurate. Send for circulars.

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A limited number of the No. 2 Cyclometers, which register 100 miles, will be sold at \$5.00 each, to close them out.

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Bicycles. STAR Tricycles.

—STAR—
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☞ Largest Bicycle dealer and
repairer.

GREAT BARGAINS IN SECOND-HAND WHEELS.

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☞ Large stock of Boys' Machines.
Competent teachers, and fine track.

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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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THE RISIDO

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A 10 CENT CIGAR FOR 5 CENTS.

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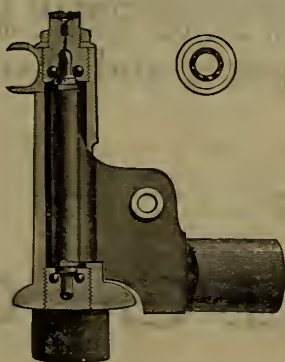
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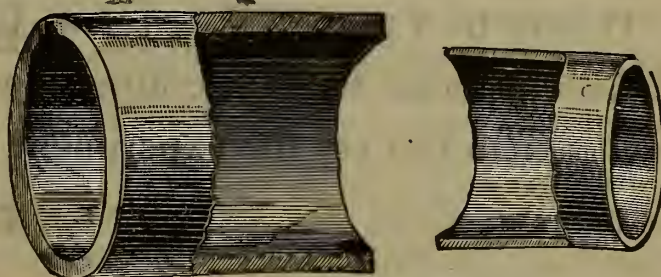
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