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The C. T. C. of England has 20,015 members.

Webber will receive a medal commemorative of his hour performance at Springfield.

And now the poet says, "Roll on! thou noiseless steed of steel, Roll on!" We always did hanker after rolls, especially rolls of bills.

The Ixion B. C. orchestra will give a "comic opera and dance music concert" to-morrow, Saturday night, at the Club Rooms, 4 E. 60 St. All wheelmen are invited to attend.

Mr. George R. Bidwell has issued a card announcing the withdrawal of Mr. Frank G. DuBois from the firm of Bidwell & Co. Mr. Bidwell will carry on the business at the old stand 4 East 60th Street.

THE present entries for the 50-mile road race of the Massachusetts Club are H. M. Sabin, Boston; F. F. Ives, Meriden, Ct.; D. E. Hunter, Boston; C. E. Tracey, Waltham; W. A. Rhodes, Dorchester, and W. A. Brown, Lynn.

The statement that Furnivall had never been beaten by any man from the same mark or behind him is denied by an English writer who cites two instances, both in 1883, in which Furnivall was beaten by the scratch man.

A NEW ENGLISH "SAFETY" RECORD.

—A two-mile safety record was made at the Recreation Grounds, Brighton Quay, August 24th. In the second trial heat of the two miles safety handicap, John Lee rode from the scratch in 5:59 1-4.

The Berkshire County Wheelmen of Pittsfield, Mass., held an enjoyable entertainment at the rink last Tuesday evening. About 600 people attended. Roller skating races and drills in earlier part of the evening and dancing later the helped speed the hours.

At an important cycling meeting held at Berlin, Germany, Mr. G. Lacy Hiller won the 6 1/4 miles scratch race in 19.14 2-5. Mr. Hiller holds the three, four and five miles English amateur records, and this was his first appearance on the track since his retirement last year.

RICHARD HOWELL has issued the following challenge: As I am not leaving this country for some weeks, I should like to meet some of the American bicylists again before leaving. I will give any American 30 yards start in a one-mile race for any amount of money, John S. Price preferred.

Mr. T. J. Kirkpatrick, inventor and manufacturer of the "Perfect Hygienic" bicycle saddle, has sold his business to the Pope Manufacturing Co. This saddle has made a big reputation and Mr. Kirkpatrick carried on a profitable business, but other important interests suffered by the attention given to the saddle, and he was compelled to sell out.

A new American bicycle "The Cyclone," was introduced at the Springfield meet. It is a crank machine with a "Star" movement and is the invention of Messrs. Yost & McClure of Chicopee, Mass. It will weigh two pounds heavier than a regular crank machine of corresponding size. A company will further perfect it and put it on the market.

The New York State Division meet was not so great a financial success as had been anticipated. The expenses were much larger than those of an ordinary race-meet, and little if any profit will be made. We thought a nest-egg for the road-book might be realized at this meet, but as it has not, it is in order for some enterprising club to hold a monster tournament for that purpose, without the additional expenses of a run, business meeting, etc.

The *Cyclist* issued a gratis supplement containing cable despatches of the three days at Springfield. This supplement was the first intelligence of the meet given to English wheelmen, and the *Cyclist* is to be congratulated on its coup. An amusing incident is the time of the three mile tandem tricycle race (8.23) which is published 9.23. The correct time is over a minute less than the English bicycling record, and the editor of the *Cyclist* evidently thought the cable figures a minute fast.

RACES AT MT. HOLLY, N. J. — The Grand Army men had a gala day at the State Fair grounds on Saturday the 12 inst., the day's sport including some bicycle events. A half-mile novices race was won by Howell in 1:44; Sullivan, finishing second; Norcross, third. The one-mile open bicycle race was won by Joe Powell, of Smithville, in 3:14, beating Burtis, Howell, Sullivan and several others. Powell also came off with first honors in the three-miles winning in 10.03, the last half being ridden in 1.22

A remarkable day's ride.—On Wednesday, August 26, Mr. E. Oxborrow, a crack English road-rider, started on his "Facile" to beat the present twenty-four hour's record, 266 1/4 miles. Great care was taken to obtain correct results and pace makers helped the record-breaker at all parts of the journey, but the "Facile" failed by 3 1/4 miles, starting at midnight the intermediate distances were ridden as follows: 11 miles, 40 minutes; 47 3-4 miles, 3h. 20m.; 78 1/4 miles, 6h. 8m.; 108 1/4 miles; 9h.; 136 1/4 miles, 11h. 50m.; 204 1/4 miles, 18h. 10m.; 263 miles, 23h. 58m.

Of the many various ways in which the tricycle is used, one which we encountered a few days back struck us as the most novel. The machine was a sociable front-steerer; over one saddle was the driver, a youngish man, beside him, on a comfortable seat, with her feet on a footboard, with a mat upon it, sat a venerable lady—there being no pedals at all on that side of the machine; behind, in the centre, was a high-backed basket chair, in which was placed an infant of tender years. Truly a family turn-out, and one which it could be easily seen was in constant use.—*Tricyclist*.

Referring to the three minute class race, at Hartford, in which Messrs.

Rowe and Ives were protested, the L. A. W. Bullentin says: "Both men were ruled out on a protest that they had made a mile in practice in less than three minutes." The facts of the case are that the Official Handicapper ruled the men out on public form, Rowe having won the mile at Pittsfield, Aug. 13th, in 2.57 1/2 and Ives haven ridden at the Yale tournament in 2.49 1/2, Illston winning first place. It is unjust to handicap a man in practice and Dr. Tyler assures us that he will never take private reputation into account when allotting starts, but will always use his judgment on public form. Thus if a man rides a yard or ten yards behind 2.47 he will not be allowed in a three-minute race. The official handicapper's address is 561 Bergen Avenue, Jersey City, N. J., where clubs desiring his service may address him.

A New Vertical Tread Bicycle.—Mr. R. P. Scott, of the Scott Manufacturing Co., Baltimore, U.S.A., has, with the assistance of his brother, C. S. Scott, just finished and put on exhibition in High Street, Coventry, one of their "safeties," having completed the "roadster" some time since. They claim the following points of superiority in brief: 1. The rider is directly over the work. 2. No dead centres. 3. Complete rest of legs on down grade. 4. Least unnecessary motion of legs at all times. 5. Weight on front wheel when at work. 6. Weight more on hind wheel when resting entirely in the saddle. 7. Increased safety. 8. Ease of learning. 9. Ease of mounting. 10. Ease of dismounting. 11. No danger of feet being thrown from pedals on fast motion. 12. Very narrow tread. 13. No tendency to slip sideways more than in a crank. 14. Adjustment to any speed or power by shifting chain hook from one hole to another on the treadle. 15. Adjustment to any length of leg by simply shifting chain on drum. 16. Increased steering power. 17. No possibility of slack chains. 18. Less weight for equal strength (in safety). 19. Less strain on the arms in steering, as pressure is "vertical." 20. Less weight on saddle, hence less discomfort from that quarter. As a result, they claim much less waste of power than ordinarily; hence they say they have been enabled to mount Hill Top, Coventry, Stoneleigh Abbey Hill, and others with comparative ease, and at the same time make good speed on the track. Information regarding agencies, &c., and other particulars will be given by R. P. Scott, Coventry.—*Cyclist*.

HUB HAPPENINGS.

The past week has not been a particularly lively one in local cycling circles, but this week will more than compensate for any dullness; nearly every day something of importance is to happen, and if one is to attend all the events he will have little time left for the transaction of his regular business. Tomorrow comes the Providence races, in which are entered many of our local favorites, and being so near home, there is sure to be a good attendance of Boston wheelmen. The contest between Rowe and Burnham is awaited with much interest. For my part I am inclined to think that Rowe is the better man, although Burnham's greater amount of experience may enable him to come in ahead during the remainder of this season's races. Next year if Rowe keeps up his training, there is every reason to believe that he will be the superior of any man in America.

Rowe's trainers tell me that he is the easiest man to train they ever had under their charge. His habits are most simple and correct, and they have no fear that he may suddenly break restraint and dash off on a "bat," as so many of our best racers have done, to their great harm. I understand that he abhors all kinds of intoxicating liquors, and has an equal dislike for tobacco. In fact his every day life is what would by many men be considered the most rigid training. It can easily be understood how such a man can very quickly get himself in condition for severe muscular exertion. Those who have marvelled at the form Rowe so quickly obtained, evidently failed to consider his personal habits before he began racing. Burnham is just such another man as regards his manner of living, and this with the fact that his daily business requires him to be for the most part of the time out in the fresh air, is undoubtedly the chief secret of his success. Speaking of Burnham reminds me that there seems to be a deal of confusion as to whether or no he covered 20 miles within the hour, at Springfield. As I wrote you last week, Referee Bassett, after making an investigation of the score sheets, decided that Burnham had accomplished that feat, and that the mistake of not crediting it to him was due to the relative position of the men at the end of the hour being incorrectly reported to him. Now, however, some of the other officials who claim to have as carefully examined the score sheets, say that at the end of the hour Burnham was about 10 yards back of the scratch, as he was not checked as having crossed the tape. After the 20 miles were completed it is claimed English Webber rode another lap by mistake, and the other two contestants continued after him. The officials tried to stop them, but American Weber was the only one who understood them, and he dismounted opposite his dressing tent, so that Burnham passed him while he was slowing up. The mistake was not therefore, as is claimed, of placing the men at the finish, but of their riding too much, and when they were stopped they had ridden over their time. It is a matter of some little importance, for it is certainly very desirable that we should have such a record held by an American rider. How it will be eventually settled I am sure I am unable to predict. It is surprising that a board of officials which had done such general good work should get so

badly broken up on this event, the most important of the meet.

I started to tell what local riders are to enjoy during the present week, but got switched off onto Rowe and Burnham. To continue: when our cyclists have returned from Providence they will begin to get ready to go to Worcester, where on Thursday is to be held a reunion picnic of the Massachusetts Division, on the borders of the pretty Lake Quinsigamond. The affair is to be given under the auspices of the Worcester Aëolus Wheelmen, which fact alone is sufficient guarantee that every wheelman attending will enjoy a delightful day's outing.

What delightful cycling meets of the olden days, those gatherings at Worcester were, when the annual fair of the New England Agricultural Association was held in that city. I attended every one, and not once did I fail to enjoy myself immensely. What a gay time we used to have at the picnic lunch served in the woods back of the fair grounds. Every body had a tremendous appetite, but there was always enough to satisfy the most ravenous, and usually a sufficient number of apples left to indulge in a merry battle for possession of the hillside. Somehow wheelmen do not seem to turn out as they did in those days, abandoning all restraint and giving themselves up to free-hearted enjoyment, that made the occasion to be pleasantly remembered for many a day. May the picnic next Thursday be a revival of the old times.

There used to be some good racing too, on the fair ground's half mile trotting track. Perhaps the time then made would not create much of an excitement at the present day, but I remember occasions on that track when tremendous enthusiasm was aroused, and wheelmen left their perches on the picket fence to run up the track and loudly cheer, at the announcement bawled from the judges stand, that a mile had been done in 3 minutes 20 seconds. There was always the same number of events run at those meets; a half mile, a one mile and a two mile, best two in three heats, which made up a programme of sufficient length to fill up the afternoon. During the first two years, L. H. Johnson had things all his own way. What a wonderful man we considered him; and how we admired his fine form as he appeared on the track in a costume which our present day cycling editors, would to say the least term highly indelicate. For myself I fail to see any indelicacy in a racing costume which displays a man's bare leg up to the knee and arm to the shoulder, and think that the recent provisions requiring a racer to appear in full tights at race-meetings ridiculous. Of course the display of bare anatomy can be carried to an undue extent, but I can see no objection to the costumes usually worn by athletes in running, jumping, or like athletic contests. To have the arms and legs bare must be of considerable benefit to the competitor as a freer play of the muscles is permitted, and the parts kept cooler. It was on the Worcester track that Frank Moore ran his first race in America. His performance on that day was a plucky, if rather a hoggish one. He competed in every event and captured every first prize. It was on that same day that Hendee was first brought into prominence. In some of the events he gave Moore a lively

brush for first place. His performance on that day showed him to be a fast rider and a strong one, but gave not the slightest hint of the magnificent flyer he so soon after developed into. He was the most boyish looking rider on the track, and came down from Springfield with Ducker and a dozen or so other members of the Springfield club, all arrayed in hideous loose gray shirts with helmets and other accessories in keeping. The next year the New England Fair was held in Maine, and the cyclers gathered no more at Worcester.

After the Division reunion on Thursday the next event of importance is the Massachusetts' Club road races on Saturday. I have already referred at length to these events and given the route in detail, so suffice it to state that the men entered promise some fine sport, and a series of broken road records.

As I believe I have frequently heretofore remarked, we at the Hub seem never to tire of road races. When we get through with the Mass. races we have those of the Boston club in October to speculate upon. The Boston club has in fact two events on the tapis; the 100 mile event which is of general interest, and a short distance race between a trio of the club members, which has seemed to create a deal more of interest among the other members of the club than does the 100 mile. Messrs. Robinson, Huston and Lambert are the principals in the affair, and a proposed tricycle race between them has been the topic of conversation among the club members for several weeks past. These three riders can scarcely be said to be the fastest flyers in the club, but the rivalry between them as to their several capabilities is sufficient to excite much enthusiasm and cause the risking of many a wager on the result. To add to the interest of the race three prizes have been offered; a cyclometer by Mr. Overman, a silk umbrella by Mr. Hodges and a box of cigars by Mr. Hyams. The contest will probably not occur until some time in October. Meanwhile the men are doing their best to get in record breaking form.

The 100 mile race of the Boston club promises to be an event of unusual interest bringing together many of the fastest road scorers, and reducing the present records. As in former years the race will be for both bicycles and tricycles, prizes being offered for each class of machine. It is hoped that your Pitman will come on and try his luck again on the tricycle. He did some good work last year, and if he comes again he may be assured of a hearty reception.

After a deal of cycling and calculating Captain Harrison has laid out the following route which is unquestionably the fastest yet selected.

Commonwealth avenue, left, to Chester Park; Chester Park extension to Five Corners; then to the right along Boston street to Upham's Corner. Thence by Hancock street, following car track to Meeting House Hill. Then left by Adams street to Milton Lower Mills; River street through Mattapan to Hyde Park. Over the bridge and turn to right, and ride one-quarter of a mile to junction of the roads. Right up Short hill and down the other side, turning to the left into High street, and thence to Dedham. Dedham avenue to Needham; Needham and Centre streets to Newton Center. Left by Beacon

street to checker near Great Sign Boards. Then return to Newton Centre and by Centre street to Newton. Cross railroad track and turn sharp left on to Washington street to West Newton. Cross railroad track to checker at Auburndale street, and by Watertown avenue to Watertown, and then by left over the bridge and right on to Main street. Continue by Arsenal street to Brighton, passing the Arsenal, and over the bridge to Western avenue to Central square, Cambridge. Turn sharp right on to Cambridge street and back to Brighton, and then by Brighton avenue and Beacon street to West Chester park. Repeat the route, finishing at 87 Boylston street, where the club members will be assembled in goodly numbers to receive the winners.

One of the new Columbia racing tricycles is on exhibition at the Pope Co.'s rooms. It is a little beauty and well deserves the many remarks of favorable criticism and praise it has excited. It is the company's first attempt at making racing trikes, and they have certainly done themselves much credit. Next year, with the added improvement suggested by this year's experience the machine promises to fill the first position in the numerous makes of racing trikes.

The Columbia racing bicycle has likewise proved a success and is now ridden by nearly all the leading American professional and amateur riders. The splendid work done of late by Neilson, well shows the worth of the machine. Neilson was until this year, considered a third class rider, but his performances during the past few weeks have been such as to claim for him the championship of America. On a Columbia Prince made a record of 2.37 in the mile handicap at Springfield, a record which no other American make of machine can claim.

Wood and Leeming were in Boston last week. They came here largely for the purpose of calling on their friend, Tom Early. The resort kept by that gentleman on La Grange street, will be remembered as the place where last year Sellers and Howell had such a merry time pummeling each others heads.

The old Waltham Club has disbanded, and a new one organized under the name of the Waltham Cycle Club, starting with 33 members.

Rhodes rather redeemed himself in the estimation of his friends, by his performance at Danvers, Saturday.

It is probable that a restaurant will be a feature shortly added to the Boston Club. The members are hard road riders and naturally have heavy appetites.

The two Boston wheelmen who had announced their intention of attempting on Saturday last, to break the 24-hour road record have concluded that they will wait until they grow a little stronger before they attempt any such feat.

The captain of the Bubonnes Rotandes wears on his cap a silver half moon, which serves as a perch for three owls of a like metal.

Yesterday a score of members of the Boston club dined at the Sunny Side.

Entries for the Boston clubs' 100-mile road race should be sent to Captain L. R. Harrison, 87 Boylston street, Boston.

H. D. Corey, sails for England, next Saturday.

C. S. H.

BOSTON, Sept. 21, 1885.

RACING IN THE SOUTH.

The Second Annual Race Meet of the Montgomery Alabama B. C., was held on Wednesday, Sep. 16th. It was the most successful race meet ever held in the South, from a purely sporting standpoint, but the financial results were not so satisfactory, the attendance being much smaller than had been anticipated. The track was a half mile clay path, shaped like a figure eight, and had one sharp turn. A heavy rain storm commenced falling about four o'clock on the day previous to the races, and lasted till dark, deluging the track, but old Sol worked at it all the morning, and when the races were called at 3.30 P. M. the path was fairly hard and smooth.

In the morning the wheelmen formed at the corner of Tallapoosa St. and paraded through the streets of the city. After a line of mounted police, came Captain Mudd of the home club, followed by a wagon-load of musicians. Then came C. H. Fryer, Captain of the Atlanta B. C. with a dozen men; Captain G. W. Whitlock and the entire membership of the Enfaula B. C. including J. F. Reeves, the five year old fancy rider of the club. J. H. Reeves, President of the club followed the little fancy rider in a carriage. A dozen home and visiting wheelmen and the usual contingent of boys awheel made up the rear guard of the procession. The route was: Commerce St. to Artesian Basin, to Dexter Avenue to Lawrence St., around the Houston Fountain, down Dexter Avenue to Perry St., down Perry St. to Madison Avenue, thence back to Dexter Avenue and down Commerce St. to the Windsor Hotel, where the parade disbanded. After dinner two special trains filled with spectators started for the track which was some miles distant from the city.

In the first event, the 4.20 time race, there were eleven starters. R. H. Polk of the Montgomery B. C. led for 100 yards when T. L. Ingram of Columbus, Ga. took the lead and held it to the finish. The men made great efforts to pass each other on the home stretch, but this was a case of "the first shall be last and the last shall be first," for C. H. Freyer, who was the last man home, won the race in 4.17; R. H. Polk, second, 4.16½.

The next event was a boys under fifteen quarter mile handicap. D. Troy won from scratch in 1.23, beating Walter Clay, his comarksmen or rather boy, by two seconds; R. Troy, who had been given 50 yards start finishing third and last.

Only two men, C. H. Fryer, Atlanta B. C. and T. L. Ingram of the Columbus B. C. turned out for the one mile best two in three heats. Ingram won in 3.29; Fryer stopping at the half-mile through a mistake. The second heat was a nip and tuck struggle from start to finish, Fryer proving successful by three lengths, time 3.43. For the third heat Ingram alone came to the scratch, Fryer being thoroughly fried by his previous efforts. Ingram agreed to make an attempt to surpass the Southern one-half and mile records. He started at a good pace, but having to slow around the sharp curve did but 1.33 for the first half, and 3.12 for the mile. These times smothered the previous records however, the half by two, and the mile by six seconds.

The five miles professional handicap had two starters, J. H. Polhill and J. M.

Horton, both of Macon, Ga., the latter being in receipt of 100 yards start. For the first half mile Horton held the start that had been given him, but from this point to the finish Polhill began to slowly draw up on him. At half a mile from home he had yet fifteen yards to make up and at the quarter mile post he was even. But Horton was not to be easily passed and a sharp struggle commenced between them, lasting till near the tape when Polhill by a final effort landed himself first by a length. Time 17m. 51s. The prize was a gold watch.

The 100 yards slow race was run in two heats of four each. The first division all fell before reaching the finish. Two of the second four also fell leaving C. H. Freyer to finish in 3.16, with Master Reeves second.

The next event was the one-half mile novices, in which there were five starters. Charles Clark, Montgomery B. C. won in 1.49; James Gilmore second.

The one mile club championship, was really not a championship, F. X. Mudd starting from scratch with Clark, Polk, and Gilmer and Jackson on the thirty yards mark. Polk led at the first quarter but the tire on the little wheel of his machine became twisted and he was compelled to dismount. The race lay between Jackson and Mudd, but a loose pedal caused the former to stop and Mudd finished alone in 3.29.

In the fancy riding contest, Ingram, Freyer and Reeves were entered, but the two first named withdrew leaving the prize to Reeves, who gave a fair exhibition. At the request of the judges Freyer also gave an exhibition.

The last event of the day was the one mile professional championship of the South, which Horton won by a length in 3.21; Polhill second by a length.

It was almost dark by this time and the crowd hurried to the trains. In the evening, a supper was given to the visiting wheelmen at the Windsor Hotel. Many toasts were proposed and the guests had a good time generally.

THE ROYAL ROLLICKING ROAD RACE.

This race came off successfully, September 15th. It was under the management of J. H. Stevenson of Greensburg, Pa. and was designed to bring together for a race and a good time the wheelmen of Wheeling, W. Va. and vicinity, and also those of Western Pennsylvania. The route was from Uniontown to Stamm's Hotel, Wheeling, over the National road, via Brownsville, Washington, and West Alexander, Pa., a distance of 68 miles. The following men entered. G. W. Beck, Greensburg; J. M. Critchton, Beaver Falls; T. F. Cummings and B. L. Stuft of Scottdale; C. T. Kramer and Wm. Beeson of Uniontown. The start was made at 7 a. m., and the first contestant to finish was Beck who reached the hotel at 5.08 45 p. m.; Kramer rode in 8m. 30s. later; Beeson finished at 5.23 and Critchton at 6.45. The manager of the race Stevenson rode the full distance in 10h 3m 30s, over five minutes before the first man in the race. Cummings and Stuft were obliged to "train" it home from Washington, their wheels having been damaged. After the race the Wheeling Wheelmen gave the visitors a hearty reception. A parade was held at Wheeling on the 16th, with 53 men in line.

THE PROVIDENCE TOURNAMENT

The Providence B. C. held a highly successful tournament in connection with the State Fair, last Tuesday, the 22nd. The trotting track had been put in fair condition and the weather was favorable, though a cool breeze blew across the track. The races were well contested, and some good time was made, notably in the one mile open, in which Rowe beat Burnham in fast time. The absence of the English cracks who were entered was somewhat of a drawback. The attendance was large, fully 5000 witnessing the races.

The first event, the one mile open was called at 2.30. The starters were, E. P. Burnham, Newton; W. A. Rowe, Lynn; C. E. Kluge, Jersey City and W. A. Rhodes, Dorchester, Mass. Kluge led the way on his "Star" passing the quarter in 44½, the half in 1.19 3-4 and the three-quarters in 2.01½, with Rhodes, Burnham and Rowe close after him in the order named. Turning into the home stretch Burnham and Rowe bent over their wheels and soon spurted into first and second positions respectively. Nearing the tape Rowe made a grand effort and crossed the line a short distance ahead of Burnham in the remarkable time of 2.39 3-4; Burnham, 2.40; Kluge, 2.42½; Rhodes, 0. Burnham protested that Rowe had fouled him and the claim was allowed. After the race the track was re-measured and found to be 9 feet 5 inches short of the mile. In the subsequent races the start was so placed behind the finish that the full distance was covered. The shortage makes Rowe's time about as good as 2.40½.

The half mile race for boys under fourteen, had three starters. W. A. McAuslan, Providence; Arthur Porter, Newton, Mass., and C. F. Townsend, Willimantic, Conn. Porter spread-eagled the field and won in the excellent time of 1.38 3-4; Townsend, 1.54½; McAuslan, stopped.

The one mile bicycle for the championship of Rhode Island had four starters. Benjamin S. Webb and V. W. Mason, Jr., both of Providence; Ralph A. Wilbur, Central Falls, and Edward Buffum of Newport. Mason led Wilbur and Webb at the quarter in 45s. Webb then spurted and led at the half in 1.25¼, the three quarters in 2.11 3-4. Buffum now came forward and won easily in 2.59 3-4; Webb, 3.10½, Wilbur, 3.16½; Mason, 0.

The two miles tricycle race was a walk-over for John Williams. With the aid of Arthur Porter, the winner of the boy's half mile, who acted as pace maker on his bicycle, Williams rode the first mile in 3.39 and the two miles in 7.11½. The prize, strangely enough was a suit of clothes.

Five men started in the one-half mile, hands off. C. E. Kluge, Jersey City, F. H. Brigham, No. Attleboro; Hugh Bruel and M. Scott, Providence, and C. H. Townsend, Willimantic, Conn., Bruel and Townsend caught hold of their handle-bars early in the race and retired. Brigham led at the three-quarters in 45 3-4 s. and at the finish in 1.35. Kluge finished second in 1.37 and Scott in 1.47. The time at the quarter-mile is now the best amateur record surplanted the 46 2-5s of C. H. Chickering made at Springfield, Sept. 17-84, but that record was more meritorious having been made in a mile race. The mile race for the college cham-

pionship of New England was marked by the appearance of Frank L. Dean of Harvard College. Dean attained a high reputation at college last spring, but when he met Hamilton of Yale at the Intercollegiate championships, he was easily defeated. He had not appeared in public since that time. His opponents were W. E. Keach of Valley Falls and C. D. Cooke of Paterson, N. J., both of Brown University. Dean waited behind Keach till the last quarter when he went away and won easily. Time 47, 1.25½, 2.09 and 2.56; Keach, 3.05 3-4, Cooke, 3.06.

The two mile professional race proved a farce as far as the element of contest went. F. J. McLane of Fall River led for the first half mile, when R. A. Neilson of Boston went ahead and won easily, completing the first mile in 2.51 and the two miles in 5.53½; McLane, 6.26½.

John Williams had another ride over in the one-half mile tricycle, and escorted by a covey of bicyclists, he accomplished the distance in 1.41 3-4.

The one mile club championship furnished the first header of the day. The starters were: V. W. Mason, Jr., John W. McAuslan and Geo. R. McAuslan, the latter riding a "Star." Mason took the lead at the start, passed the quarter in 46½ and lead half way on the second quarter, when "Star" McAuslan went spurting ahead. Nearing the half-mile pole, his machine was seen to go from under him and he slid softly to the ground. Mason who was immediately behind him came a cropper over the fallen "Star," leaving "crank" McAuslan to get up to the front and win in 3.47. "Star" McAuslan remounted and finished twelve seconds behind his brother. Mason's arm was badly bruised and his machine sustained various damages.

The three mile lap race was one of the most exciting of the day. W. A. Rowe led at the first mile in 2.54 and at the finish in 8.57¼, thus winning first place. W. W. Kelly of Fall River led at the second mile in 5.47 3-4, and won second place. Burnham was third, finishing in 9.00¼. The other starters were Rhodes, Buffum, Kluge, Brigham, Geo. W. Whitehead of Fall River, D. W. Rolston of Worcester, and H. C. Briggs of Bridgewater.

The one mile match race between G. R. McAuslan and C. H. Townsend, both mounted on "Stars," was won by the former in 3.28 3-4.

The one mile consolation was won by Rolston in 3.28 3-4; Kelly and McAuslan finishing second and third. Whitehead took a header on the home-stretch and Scott fell over him, neither being seriously hurt.

HENDEE MAKES RECORDS.

George M. Hendee, who has been practicing at St. Louis for the Ramblers' Races, gave a public one-mile exhibition last Wednesday afternoon. The quarter was ridden in 38, the half in 1.15, the three-quarters in 1.55¼, and the mile in 2.38 3-4. The half mile time is a world's record, beating English's 1.15 4-5. The three-quarters beats Hendee's previous record of 1.55 4-5, and the mile surplanted Seller's 2.39. Hendee was to make another attempt Thursday, but the returns have not yet been received. The races will be held to-day and to-morrow. The track is in excellent condition, the cracks are all eager, and an interesting meeting will be held.

RACING AT BINGHAMPTON.

Bright and beautiful weather marked the third annual meeting of the Binghamton B. C., held at Riverside Park, Tuesday, Sep. 15th. The visiting wheelmen from Buffalo, Scranton, Wilkes-town, Elmira and other neighboring cities and towns arrived on early trains and were escorted to the League headquarters, Hotel Bennett, and to the club rooms, by deputations of resident wheelmen.

When the parade started at 11.30 the "line of march" was crowded. Mr. Buckley, an accomplished bugler of the Sixth Battery, rode at the head of the line and supplied the necessary music. Following him was a carriage containing Messrs E. L. Miller of Phila., E. J. Wheeler of Albany, J. R. Torrance of Troy and W. H. Hecox, Captain Binghamton, B.C. After these came upward of 100 wheelmen, the home club bringing up the rear.

The track at Riverside Park had been well cared for and presented a smooth surface, but it was rather slow at some points. A large number of spectators witnessed the races and the club had good reason to feel proud of the successful termination of the meet.

The officers of the day were: Referee, George Dakin, Buffalo; Judges: J. R. Torrance, Troy; Geo. Sanderson, Jr., Scranton; E. S. Tarbell, Montrose and E. L. Miller, Phila. Starter: F. J. Bayless, Clerk of Course; W. H. Hecox, Jr. Timers: J. A. Kolp, Scranton; S. B. Vaughn, Kingston; C. M. Bloomer, Binghamton and Shepard Ayres, Wilkes-barre. Scorers: C. C. King, Pittston; F. C. Hand, Scranton; Gerry Jones, Binghamton and E. J. Wheeler, Albany.

One Mile Novice.—W. A. Platt, Binghamton B. C., 3.10; Geo. S. Mott, Scranton B. C., second; N. S. Whitney, Campville, N. Y.; A. W. Clark, Binghamton. Platt got away first at the signal, and held the lead to the tape, Mott finishing a good second. Whitney took a header at the push-off, but remounted and pluckily pursued the others without avail. Clark ran himself out early in the race and stopped before completing the distance.

Two Miles Bicycle Scratch.—W. A. Rowe, Lynn, 6.06; Geo. E. Weber, Smithville, N. J., 6.09½; C. E. Titchener, Binghamton, B. C., by 3 yards; J. R. Schlager, Scranton, B. C., by 10 yards; J. R. Rheubottom, Jr., Weedsport, by several lengths. All the men were bunched from start to finish, with the exception of Rheubottom, who fell to the rear. The last lap spurt resulted as above. In this race Titchener broke his machine and was compelled to use a roadster in his other races.

One Mile, 3.20 Class, Binghamton, B. C.—W. A. Platt, 3.22 1-5; W. H. Stone, 3.25; Charles Craver, 3.42¼. This was an interesting race.

Five Miles Handicap.—W. A. Rowe, Lynn, (scratch) 16.14; J. R. Schlager, Scranton, (25 sec.) 16.25¼; J. R. Rheubottom, Jr., Weedsport, (25 sec.) 0; Geo. E. Weber, Smithville (scratch) 0. This was a very exciting struggle between Rowe and Schlager; Rheubottom and Weber having dropped out early in the race, Schlager kept struggling on, Rowe gaining at every mile and finally catching up on the fifth and passing him after a game effort on the part of the Scranton man to hold his own.

One Mile Ride and Run.—But two men started in this race, H. C. Hersey,

of Elmira, spurring away on the last lap and winning in the excellent time of 4.16; W. H. Stone, Binghamton, B. C., finishing second in 4.27.

Three Mile Lap Race.—In this race the two cracks, Rowe and Weber, started, and it proved a Waterloo for the latter, the "coming man" rolling off every lap and finishing in 3 m., 6.10 and 9.25.

One Mile N. Y. State L. A. W. Championship.—Rheubottom, Hersey and Titchener were the only starters, the latter mounted on a heavy roadster, which undoubtedly interfered with his chances. Titchener led till the last lap when Hersey spurted past him and finished an easy winner in 2.58; Hersey, 3.03, and Titchener, 3.06.

One Mile Consolation.—This was a poor race, Rheubottom running away from Craver in 3.23½.

One Mile, Tug of War.—Binghamton B. C., 11 points; Scranton, B. C., 10 points. The leading man was Schlager of the Scranton, B. C., who finished in 2.51; Titchener and Platt of Binghamton finished second and third in 2.54 and 2.58.

In the evening an entertainment was given at the Pioneer Rink, consisting of fancy riding exhibitions by Frank Parrott of Scranton: a slow race won by Parrott, and drills by the Scranton B. C. team.

THE ROCHESTER TOURNAMENT.

The Genesee Bicycle Club held a most successful tournament at Rochester, N. Y., Sept. 17. A fairly large crowd witnessed the races, which were fast and well contested. The interest in them was heightened by the presence of several of the flying Englishmen and many of the newly discovered American cracks. The size of the track, one mile, greatly interfered with a perfect success, the men being too indistinct on the side opposite the grand stand, to arouse either interest or enthusiasm.

The officers of the day were: Referee, W. Sheldon Bull, Buffalo, N. Y.; Judges, A. E. Patterson, Boston; George Dakin, Buffalo; and Martin F. Shafer, Rochester. Timers, Alphonso Collins, A. E. Babcock and William Kenfield. Scorers, A. B. Rapalje and John W. Pitt. Starter, Robert Thomson. Clerk of Course, William Horcheler; Assistant Clerk of Course, John J. Mosher.

The first race of the day was the mile novices race for members of the Genesee B. C. The starters were: C. B. Kies, P. J. Dukelow, John G. Elbs, J. F. Klein, H. Meldola, Burt A. Pratt and G. S. Montgomery. Like most novices races the men were strung out and but little interest was taken in it. Elbs finished first in 3.08; Pratt second and Dukelow third.

The 3.10 class had fifteen entries and was divided into two heats, in which the following men were placed and qualified for the final. A. E. Schaaf, Buffalo; Elliott H. Cochran, LeRoy; J. R. Rheubottom, Weedsport; Howard B. Smith, Buffalo; Charles Smith and Charles J. Lund, Rochester; Schaaf finished first in 2.58½, the first half occupied but 1.21½. Chas. A. Smith finished second and J. R. Rheubottom, third.

For the one mile professional race a good field came to the scratch: R. A. Neilson, J. S. Prince, Wm. Woodside, J. Brooks and Robert James. The men were bunched all the way, the spurt on the home stretch placing them as

follows: Neilson, Prince, Woodside, Brooks and James; times, 43 3-4, 1.25, 2.06, and 2.46½.

The one mile amateur open race brought out a strong field, in W. A. Illston, Birmingham, England; Geo. E. Weber, Smithville; W. A. Rowe, Lynn; R. Cripps, Nottingham, England, and W. F. Knapp, Cleveland. The men kept together all around the track, spurted up the homestretch in a bunch and finished closely in the following order: Knapp furnished a surprise party by winning first; Illston, second; Weber, third. Time 2.53.

For the one mile tricycle, only two men came to the scratch, R. Cripps and C. E. Howland, of Akron, Ohio. Cripps won with ease in 3.47½.

The next race was the three mile championship of the Genesee B. C. The starters were, C. J. Connolly, C. J. Lund, P. J. Dukelow, Charles A. Smith and R. P. Searle. Lund led at the first mile in 3.15 with Smith, Connolly and Dukelow close up; Searle some distance behind. Smith led at the second mile in 6.38, Lund second, Searle riding twenty yards behind. The three miles were covered by Smith in 9.50; Connolly second, and Searle third.

The next race was a mile "safety," with the following starters. F. Allard, Coventry, England; A. P. Engleheart, Birmingham, England; C. J. Connolly and John G. Elb, of Rochester. This race was supposed to be a moral for either one of the Englishmen but they had to ride harder than they bargained for, Elb making a splendid effort from start to finish, but getting no better than third. Allard won on his Club safety in 3.08; Engleheart second.

The one mile handicap was a splendid race, the men finishing as follows: W. F. Knapp, Cleveland, (15 yards) 2.51 3-4; W. A. Illston, Birmingham, Eng., (scratch) second; R. Cripps, Nottingham, third; E. H. Gamble, Batavia (60 yards), 0.; C. A. Smith, (30 yards), 0.

The one mile professional unicycle race furnished the only record of the day. The starters were N. E. Kaufman and W. H. Barber. Barber was evidently relying on the final spurt and he trailed behind Kaufman for three quarters of a mile, but just as the homestretch was reached he took a header and Kaufman won easily, though Barber, had remounted and made up some of the distance he had lost by his mishap. The times were 58, 1.55, 2.56 and 4 minutes, all of which are world's record.

The five mile scratch race was exciting. The positions of the three starters for the first three miles were unchanged, Geo. E. Weber leading at the miles, in 2.56, 5.57 and 9.30; Rowe riding second and Knapp third. On the fourth mile Rowe went ahead and led in 13.09. Rowe kept his lead to the finish winning in 16.05; Weber second, and Knapp third.

The concluding race of the day was the one mile consolation, which was won by H. C. Hersey of Elmira, in 3.03 3-4; C. J. Connolly second, and E. H. Cochran, third.

In the evening a highly enjoyable entertainment was given at the Washington Rink. Prof. Kaufman opened the ceremonies by a fine exhibition of fancy riding. After this came an amusing exhibition by Charles B. Kies, who showed the audience how an awkward novice attempts to master the wheel.

Barber followed with a fancy riding exhibition. The prizes were then presented by Mayor Parsons, and the Rochester meet was an event of the past.

A CHINESE LANTERN PARADE.

Moon, veranda, and "best girl" are an attractive combination, and so are moon, Orange roads and wheel. Strange to say last night evidently the former attraction was more potent than the latter to Elizabeth Wheelmen at least; for only five members resisted veranda and "best girls," and assembled at headquarters for a run to Orange to join the Orange Wanderers in their Chinese lantern bicycle parade. Chief Consul Brown, Levey, Bowman, Currie and Wetmore were on hand at the hour appointed. This quintet waited until seven o'clock for recruits, and then with contemptuous condemnation of verandas and "best girls," mounted their bicycles and wheeled Orangeward. When they arrived at the headquarters of the "Wanderers," they found nearly two hundred tandems, trikes and bikes drawn up in line awaiting the start.

Seven of the lady members of the Orange Wanderers were mounted on trikes and tandems. The trikes were fairly covered with chinese lanterns, and each biker had two suspended from a long strip of wood tied across the handle-bars of his machine. At 8.30 the signal to start was given and the procession moved through Arlington avenue in single file, Mr. Johnson, the white bearded patriarch of Orange cycling, heading it on a trike. When all were mounted the line stretched out for over half a mile. In the streets were crowds of spectators, and every front veranda had its quota of applauding onlookers. Many of the houses on the route were handsomely decorated with lanterns. These were loudly cheered by the different clubs as they passed. The principal form of salute was the one given in the Big Four tour, and was in the form of a query and answer. "What's the matter with that house?" a loud voiced cyclist would call out, to which was replied in chorus "It's all right." On Main street the procession counter-marched, giving those in line an opportunity of "seeing themselves as others saw them." At the conclusion of their run of seven miles the wheelmen found themselves again at the headquarters of their hosts, where a generous repast awaited them. This, with gossip about the Springfield meet and the races at Waverly to-day, made a half hour pass very pleasantly. Then the happy cyclists mounted their wheels and sped away to their homes, their downy couches, and the sweet slumber which wheeling always gives devotees. The E. W. quintet struck the usual club pace, which brought them to Elizabeth without much loss of time. All they have to say to their brethren who preferred to take verandas and "best girls" with their moon, is, "you missed it;" "it" being understood to mean one of the pleasantest moonlight run and jolliest cycling frolics the club ever had.

JONAH.

Mr. P. Harvard Reilly holds the Annual Opening Reception of his Dancing School at Springfield this afternoon. Mr. Reilly is a member of the Springfield B. C. and has numerous friends in cycling circles. He will shortly open a school in this city.

RACING AT WAVERLY, N. J.

Some interesting bicycle races were held in connection with the New Jersey State Fair, which was held at Waverly on the 16, 17 and 18th. About 600 people witnessed the contests, of which the following is a summary:

One mile championship of New Jersey Wheelmen—J. C. Willever, 3.33 3-4; August Hahne, 3.39 3-5.

One mile championship, Elizabeth Wheelmen—L. B. Bennett, 3.25; Thos. Burnet, by a few feet.

Three mile scratch—Joe. Powell, Smithville, 3.12, 6.25, 9.53 1/4; D. H. Renton, New York, second. Renton collided with a boy crossing the track and lost considerable time. Several others started, among them C. E. Kluge of Jersey City; only Renton and Powell finished.

One mile consolation for Elizabeth Wheelmen—E. D. Moore, 3.45 2-5; Alexander Brown, 3.51 1/4.

One mile scratch—First heat: Kluge, 3.20 1/2; Renton second. Second heat: H. Wolcott, 3.21. Final heat: Kluge, 3.11 3-4; Renton, 3.17 1/2; Wolcott, 3.20 1/2. Renton again collided with a small boy and lost time.

Two miles open—J. Powell, 6.30 1/2; D. H. Renton, 6.49 1/8.

One mile "Kangaroo."—This was an impromptu race and was won by A. Palmer in 4.02; George Pennell, second.

One mile tricycle—G. S. Roorbach, 4.32 1/4; W. J. Barrow, 4.38 3-4.

One mile Tandem tricycle—Hubert Knight and John B. Lunger rode against time, doing 4.08 1/2.

One-half mile consolation, New Jersey Wheelmen—W. Geary, 1.57 1/2.

THAT KLUGE PROTEST.

Editor of the WHEEL.—Dear Sir:—Having just read your very clear and complete article in THE WHEEL, with regard to the N. Y. S. Division races, I wish to correct a statement therein concerning the Harris-Kluge protest which might create a wrong impression as to my report on that occasion.

You speak of my saying that the accident was "unaccountable" when it should be "unavoidable." While admitting that I *did* use the word "unaccountable," through a mere slip of the tongue, my *intention* was to say "unavoidable"—a correction which I made then and there. As the umpire at the turn where the accident occurred, I wish it distinctly understood that I considered it then, and do still, positively an unavoidable one, and that Mr. Kluge in intention was entirely innocent.

On the conclusion of the race, Mr. H. R. Elliot—umpire at the other turn—met me on the way to the judge's stand and expressed himself as entirely in accordance with my decision, and asked that, as he had to leave the grounds, I should state it so. He saw the accident plainly and had come to the same conclusion before meeting me.

Your description of the affair, in the main, coincides with mine given at the time, except that instead of Harris striking Kluge's wheel, Kluge in "showing up" to avoid the "bunch" veered to the right and struck the wheel of Harris—of whose proximity he was unaware. The moment he saw Harris he evidently tried to avoid striking him and turned to the left—Harris in the meantime turned in the opposite direc-

tion and struck the curb.

This is a plain statement of the facts, on which I passed my report as umpire.

Yours very truly,

JOSHUA REYNOLDS.

[We do not agree with Mr. Reynolds when he states that Kluge struck Harris.—Ed.]

MORE RECORDS at SPRINGFIELD.

About 500 people gathered at Springfield last Monday afternoon to witness Howell's attempt to break the mile record. The weather was cold and a strong wind blew across the track at the time announced for starting, and it was not till 5.30 that Howell appeared, by which time many of the spectators had left with the belief that the trial would not come off. Howell was at first inclined to wait until more favorable weather but at 5.40 the wind subsided considerably and the record breaker decided to start. On the first attempt he only rode to the quarter. The second trial was scarcely more successful, Howell getting over the first quarter in the slow time of 39 2-5. The next quarter was ridden in 35 3-5 or 1.16 for the half breaking the professional record by one second. The three quarters pole was reached in 1.54 4-5 or 38 4-5 for the quarter, and the full mile was covered in 2.35 2-5, or 41 1-5 for the last quarter. This time eclipsed Wood's record made at Springfield last week by 1-5 of a second. The world's professional record now stands, 1/4, Wood, 36 1-5; 1/2, Howell, 1.16; 3-4 Wood 1.52 2-5. Howell and Wood will now divide up the records, about the same as they

did the spoils at Hartford and Springfield. Howell was coached on the last half by John Brooks, of Blossburgh, Pa.

The officers were as follows: Judges, Sanford Lawton, A O McGarrett and F R Brown. Referee, Dr. H E Rice. Timers, George Robinson, W C Marsh and C E Whipple. Starter, H W Collins.

THE DOWN EAST TOURISTS RE-UNION.

On Wednesday Evening, September 11th, twenty-five of the "Down East's" held a reunion at Barr's Hotel in Springfield. The party composed members of the "Down East" of '83, the Kennebec of '84, and the Moosehead-Bar Harbor of this year. The reunion was very enjoyable, supper, reminiscences and witty speeches helping out a pleasant evening. The following toasts were responded to: F. A. Elwell, "Our Party" J. L. Crosby, "What Bangor thinks of our party." F. P. Kendall, "Raymond excursionists at Moosehead." C. A. Hazlett, "What I know about pioneer bicycling." W. C. Marsh, "What I learned about amateur photography." J. G. Carney, "The ladies of Dexter." F. H. Johnson, "My pipe and I." R. L. Stewart, "Our moonlight sail on the Penobscot." G. R. McAuslan, "My experience with a cow-bell." F. H. Messer, "Why are we noisy." J. W. McAuslan, "Our patron saint, G. W." D. E. Miller, "Headers vs. Accident insurance company." H. E. Ducker, "The Massachusetts Division L. A. W." C. A. Fisk, "What we missed who didn't go." F. E. Hawkes, "Where we did go instead." Sanford Lawton, "The ladies of Bangor."

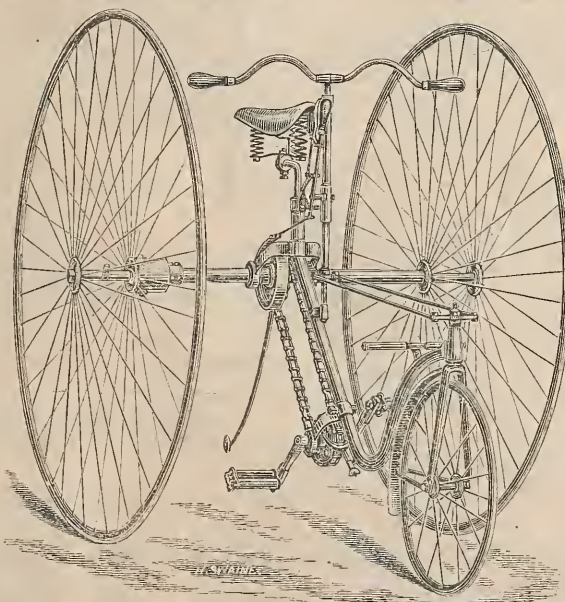
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In future the WHEEL may be found on the following stands by 10 A.M. Friday morning: 59 Cortlandt st.; Astor House, front entrance; Astor House, Vesey street entrance, just west of Broadway; northwestern end of St. Paul's Church; Merchants' Hotel, Cortlandt street below Church; foot of Elevated stairs at Cortlandt and Church streets; Liberty street and Broadway; southeast corner Fulton street and Broadway; northeast corner Nassau and Wall sts.; Sub-Treasury Building; Brooklyn Bridge entrance; northwest corner Nassau and Fulton streets. Price, 5 cents

LEAGUE OF ESSEX COUNTY WHEELMEN.

About 500 spectators witnessed the annual races of the League of Essex County wheelmen, held at Danvers Mass. last Saturday the 19th.

In the opening event of one mile there were fifteen starters, Rhodes of Dorchester winning in 3.16. In the three mile race for members of the Essex County League, Hunter and McCurdy of Salem and Whitten of Lynn, started; Hunter won, doing the miles in 3.40, 7.27 and 10.42, Whitten second in 10.47 and McCurdy third in 10.50 1-4. One half mile, Whitten 1.32 2-5. Two miles handicap—W. A. Rhodes won from scratch in 6 23 3-4; first mile in 3 11 4-5; Robert burns of Salem, L. H. Frost of Chelsea and Henry McBrien of Lynn, finished in the order named. In the one mile championship race there were four starters, D. E. Hunter winning in 3 18. The five miles race was easily won by Rhodes who took the lead on the second lap and led to the finish, covering the miles as follows: 3 17 1/2, 6 31, 10 50, 13 10 3-4 and 16 33 1/4. Gibbs of Cambridge finished second in 17 12, with burns third and McCurdy fourth. The last event of the day, the tug of war, was won by the Lynn club, Rowe finishing first in 3 09 1/2.

A RINK ENTERTAINMENT.

The Benefit Entertainment of the Berkshire County Wheelmen of Pittsfield, at the North Street Rink in that place on the evening of the 15th inst. was a grand success in every particular. The club had arranged a highly attractive programme which brought out an audience of over one thousand people. The principal events of the evening were the final 5 mile skating race for the county championship and the fancy bicycle riding of George Nash of Springfield. Great enthusiasm was manifested over the skating race, as the contestants Smith of Pittsfield and Nichols of North Adams had each previously won a race, but on this occasion Smith easily defeated his opponent. The fancy riding by George Nash was by all odds the finest ever seen in this town: his one wheel riding and cart wheel performance being simply wonderful. Roller-skating and dancing formed a prominent feature of the entertainment, and when the electric lights had "flickered out" the club had realized a profit of \$120. to cover the deficit of \$75. from our rainy tournament day. Thus we triumph over rainy weather and add another to the list of brilliant and successful entertainments given under the auspices of this club.

E. H. K.

Citizens Road Race—On account of the poor condition of part of the route originally selected, a new route was decided on as follows: Starting from a line drawn across the Boulevard at 60th street; Boulevard to 152d street; 152d street to 10th avenue, (Cable road), 10th avenue to Kingsbridge road; and Broadway to Getty House Square, Yonkers and return to starting point.

Checkers will be stationed at 152d St. and Boulevard, Kingsbridge Road and 162d St., junction of Main street and Broadway, Yonkers and Getty House Square.

We regret to announce that while out driving Sunday afternoon Colonel A. A. Pope lost control of his spirited team. A runaway, a sharp turn, and the Colonel with his daughter and a friend, were thrown from the carriage. The Colonel sustained a fracture of his collar bone, but the other occupants escaped unhurt. The Colonel is now "doing quite well." Moral: "For safety, ride the bicycle, which frightens not, neither does it bolt."

A rare chance is offered in our Exchange and Mart department under head of a "A Bargain."

FROM THE CLUBS.

FIXTURES.

Sept. 26.—Massachusetts B. C. race meet.
Sept. 26.—Pentucket Wheel Club. Race meet at Haverhill, Mass.
Sept. 30.—Canton, Ohio, B. C. race meet.
Oct. 3.—Boston B. C., 100-mile road race
Oct. 3.—Olympic A.C. games and cycle races at New York City.
Oct. 9-10.—Omaha, Neb. Wheel Club; second annual tournament.
Oct. 16, 17.—Chicago Amateur Track Association, October meet.
Oct. 6.—Newcastle, Pa. B. C. race meet.
Oct. 9.—Capital B. C. race meet at Washington, D. C.

CLOSING OF ENTRIES.

Sept. 26.—Entries for Pentucket Wheel Club's races at Kenosha Park, Haverhill, Mass., close the morning of the races with Arthur E. Leach. Fee, fifty cents, (returnable to starters), each event. Open events: 2 miles novice, 3 miles lap, 1 mile bicycle and 1 mile tricycle.
Oct. 3.—Entries close for Newcastle B. C. races. 1 mile novice; 1, 2 and 1/2 mile heats, open; 1/2 mile boys under 17; 1/2 mile club; 1 mile consolation. Prizes, gold and silver medals. Entrance fee 50c. Address M. L. Hanna, Secretary.
Oct. 10.—Chicago October race meet, with Chairman Racing Committee, 189 Michigan Avenue. Full particulars in WHEEL of Sept. 11.

EXCHANGE AND MART.

Advertisements inserted in this department at the rate of **One Cent per Word**, no charge for name and address. No charge less than twenty cents accepted. Remit in one or two-cent stamps.

FOR SALE.—52-inch Rudge light Roadster. Pattern of '84. Excellent condition. Reasons for selling, too small. Will crate and deliver at freight depot for \$110. Further information, address, DADE F. GROVE, 13 P. O. Box, Hanover, Pa.

GREAT SLAUGHTER.

SELLING OUT entire stock, consisting of Columbia, Club, Star, Facile and other bicycles, single and Tandem tricycles also hub lanterns, set ball bearings for front wheel. Send for list stating wants. NEW YORK BICYCLE AGENCY, Post Box 2434, N. Y.

FOR SALE CHEAP.—58-inch Sanspareil Roadster, nicked, being too large for me. Cost \$150 six months ago. A bargain. W. H. CRUSINS Rhinecliff, N. Y.

A Bargain.

FOR SALE.—58-inch full-nickel Expert Columbia, cow-horn handles, swinging saddle, ball pedals. 1884 pattern. Owner must sell at once. DAVID PYNE, Fifth Ave. Hotel, N. Y. City.

54-INCH STANDARD COLUMBIA, long distance saddle; ball bearings to front cone to rear wheels. Price, \$50. L. A. ALDRICH, New Milford, Susquehanna Co., Pa.

FOR SALE.—A 48-inch special improved "Star," fine order, lists \$85.75, sell \$65; 42-inch St. Facile, newly painted, A1 order, lists \$122, sell \$70. G. O. CLAYTON, Aurora, Ill.

FOR SALE.—One 44-inch Special Facile, one 52-inch Standard Columbia, one Challenge Safety, one 50-inch Special Columbia; all bargains; write for particulars. T. B. RAYL & CO., Detroit, Mich.



FOR SALE.—54-inch Expert Columbia, new style, full nickel, in perfect order, including regular and Pope swing springs, also King of Road lantern. Price \$100. Address E. J. WESSELS, 218 Washington St., N. Y. City.

ONE 51-inch Special Star, silent ratchet, nicked and enameled, bent bars; never taken from crate. Address WILBUR WINANS, Springfield, Mass.

50-inch nicked and enameled Spalding Light Roadster for sale: cost new in May, \$132.50. Exactly as good as new, as it has not been run five miles. Price, \$110. JOSEPH RAFTER, Springfield, Mass.

FOR SALE.—One 48-inch new Ideal, taken in trade: \$55. ADDISON TANTOR, Springfield, Mass.

FOR SALE.—51-inch American Star, full-nickel; tool bag and tools, bell, and rocker pedals; \$80 cash will buy it. ALBERT CHAPEN, Springfield, Mass.

EVERYBODY WANTS

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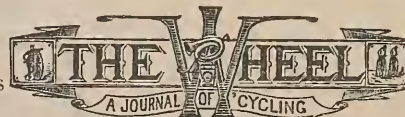
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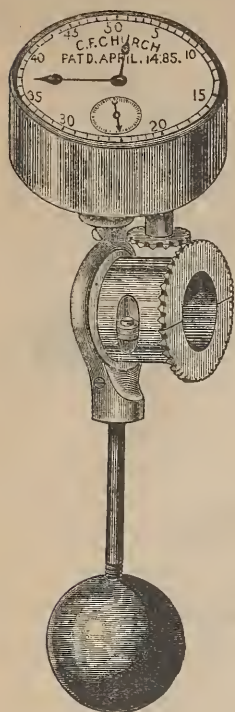
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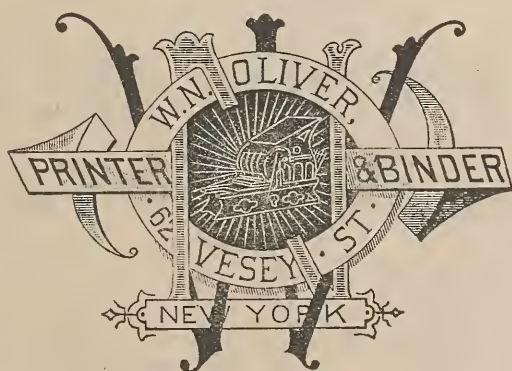
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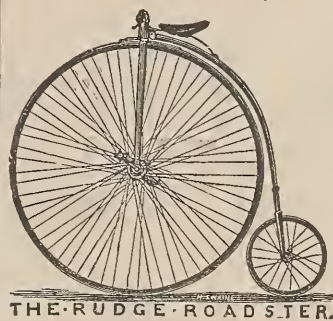
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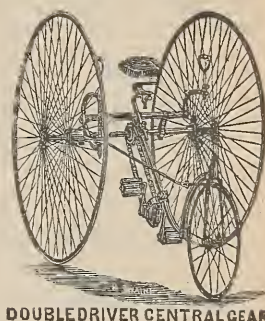
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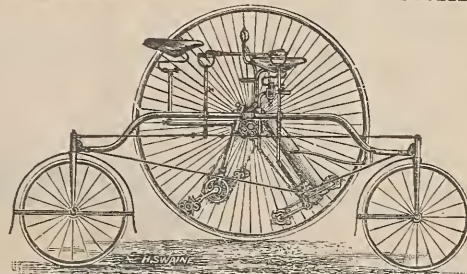
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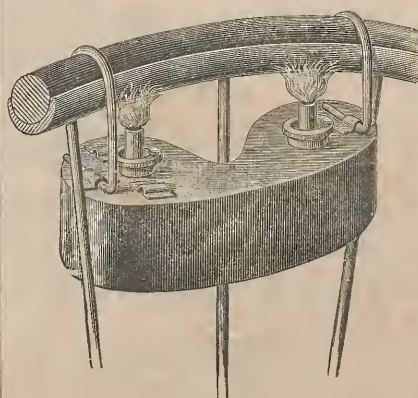
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