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#### To Subscribers and Correspondents.

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All matters relating to subscriptions or advertisments,

and all business connected with THE WHEEL should be addressed to the Company. Make all Checks and Money Orders payable to THE 'CYCLING PUBLISHING COMPANY. We cannot use stamps other than the two

or one cent issue.

With this week's number we commence volume IX of The Wheel. We enter on our sixth year with a radical change in the makeup of the paper, which cannot fail to be favorably received. As in the past we shall endeavor to furnish our subscribers with the first and best news obtainable. But in these efforts they must individually support us not only by subscribing but by sending any news notes of general interest. We regret to say that many wheelmen, prominent and otherwise, do not support the cycling papers as they should. The "club copy" should be an effete institution and clubmen should be ashamed to be seen reading it, when at an expense of one and twelve thirteenth cents per week they can get the WHEEL at their homes or offices, a day earlier and much clean-We refer those wheelmen who will not subseribe, to the list of stands published in another column, at which the WHEEL can be purchased.

Advertisers will readily notice that as arranged in the Wheel, their announcements are more effective than the usual jumble seen in cycling papers. Those who have favored us with a part of their patronage have our heartiest thanks, and we confidently assure them that the returns will merit a continuance of their esteem.

We would tell those dealers who have not yet spoken through the Wheel that we have a new scale of most reasonable rates, and that the experiment of "testing" the acknowledged leading paper of the day would at least be worth trying.

T. Hunt Sterry.

As will be seen in our Exchange and Mart the machine on which Webber rode his "twenty in the hour" is for sale.

W. F. Knapp, whose successes at Rochester are recorded in another column, rode a Columbia racer on that occasion, it being the first time he had ever ridden this make of machine.

Mr. and Mrs. Smith of the South London, T. C., who have attained notoriety as sterling road riders, recently rode ten miles on their "Invincible Tandem" in 38m. 18s.; an average of 3.31 1/2 for each mile.

The Elizabeth Wheelmen had a moonlight run in the Oranges last Friday evening. During the month of August two men in this club have ridden over 300 and five men two hundred miles. Bennett heads with 351; Miller second, with

H. D. Corey, the manager of Messrs. Stoddard, Lovering & Co.'s bicycle department, sails for England Wednesday, Sept. 30th, on the Etruria, and will make a study of the wheel interests while in England, and give special attention to the manufacture of the Rudge bicycles and tricycles, returning towards the middle of November

Howell vs. the records—Howell has been making sad havoc at Springfield lately. Monday afternoon he made a half-mile public trial, riding the quarter in 37 and the half in 1.13 3-5, the latter a world's record. Officers: Referee, E. A. Carter; Judge, C. Saffer; Starter, H. W. Collins; Timers, C. E. Whipple, G. E. and G. W. Robinson. John Brooks was pace-maker, receiving 50 yards start and being caught near the tape. On Tuesday afternoon, he made an attempt to beat the mile record. He came out at 5.15, accompanied by Brooks, who acted as pace-maker. There was little air stirring but the track was not quite up to tournament form. The times for the fractional distances were: 1-4, 39 2.5; 1-2, 1.15 2-5; 3-4, 1.53; mile, 2.31 2-5; quarters, 39 2-5, 36, 37 3-4, 38 2-5. Half, 1.15 2-5, 1.16. There is much room for study in these figures. The middle half 1.13 3.4 and the last three-quarters, 1.52, represent the fastest pace ever gotten out of a machine. The World's record now stands 1-4, Wood, 36 4-5; 1-2, Howell, 1.13 3-5; 3-4, Wood, 1.52 2-5; mile, 2.31 2-5. Wood who Wood, 30 4-5, 1-2, 110wen, 1.13 3-5, 3-4, Wood, 1.52 2-5; mile, 2.31 2-5. Wood who has ridden a half from a standing start in 1.12 2-5, is waiting until Howell gets through, when he will begin. The question, "Where will it end?" seems about to be answered, for the start and the seems about the page doing nothing these two men who have been doing nothing

For "Bargains," see advertisement of Mr. that will remain until some new machanical wrinkle is invented.

> Wheelmen are beginning to appreciate which paper furnishes the best and most accurate acounts of everything in connection with cycling, and our subscription list has greatly increased since our connection with the great meets.

#### REMEMBER!!!

That the WHEEL may be bought at the following

59 Cortlandt St.

59 Cortlandt St.,
Astor House, Vesey street and Broadway.
Astor House, side entrance.
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Merchants Hotel, Cortlandt street below church.
Foot of Elevated stairs, Cortlandt and Church streets.
Liberty street and Broadway.

Fulton street and Broadway, N. E. corner. Wall and Nassau streets, Sub. Treasury. Brooklyn Bridge entrance.

Garvey & Herrings' Bicycle shop 59th street and

### MASSACHUSETTS B. C. ROAD RAGES.

The Massachusetts Bicycle Club held its first series of road races last Saturday, and the club has reason to be proud of the result for the race proved the best ever held in Boston. Seldom has such an interest been excited in local circles over a race, and the falsity of the statement sometimes heard that Boston wheelmen do not care for races, was well testified to. Everything about the race was as satisfactory as could be wished, and not the least cause for gratification was the favorable weather. The times made were excellent, the fifty mile record being reduced 12 minutes and records established for the various other distances. Road races are the most difficult of cycle races to manage, and that they passed off so successfully reflects much credit upon the committee in charge-Messrs. Peck, Atkins and Ahl. Lieut. Peck laid out the route, and to him is due much of the credit for the excellent time made. He has taken the greatest interest in the races and it was really too bad that he should be unable to attend the races through sickness. His absence could not have been more regretted by himself than it was by his friends.

The start of the races was from a point on Beacon street above Chestnut Hill reservoir, in Newton, but the finish was made in front of the club house on Newbury street and there of course centered the greatest interest. Wheelmen without number were gathered there and the sidewalks were lined with non-wheelmen spectators. A score or so of the club's fairest ladies were snugly ensconced in the parlor where they could have a good review of the course from the large bay window. At the but sharp bursts for weeks, will leave records point of starting there were gathered a large they quickly speeded to Boston where the con- nue, left Dartmouth street. testants had all been sent off so as to be in at the finish.

Mr. Atkins who owing to the sickness of Lieut. Peck had about all the work to do, acted as starter, and the first men sent off were those who were to ride fifty miles over the following course: Beacon street to the great sign boards, Washington street, West Newton, Watertown street, Galen street to Watertown, then Main and Clark a Columbia. street, Spring street, over the hill to Common street. to Belmont station, then by Leonard street to Moore street, to Pleasant street, to Arlington, thence along Arlington avenue, Medford street, to West Medford, Pleasant street to Malden square, Salem street over Tower hill, Boston street, Federal street, past Boscobel Hotel at Lynn, North Common street, left by Essex street, to Swampscott, to turning point beyond the Salem and Swampscott line; return over the same route to Medford square, and then by Myrtle street past Mystic Park and under bridge, to Elm street, to Davis square, West Somerville station, Day street, North avenue, to Harvard square, Cambridge, Boylston street, North Harvard street, Cambridge street, Linden street, Brighton avenue, Beacon street, Hereford street, left Newbury street, to the finish at club house.

The word was given at 1.55 o'clock and the ton; A. McCurdy, Salem; H. G. Getchell, ard; Cambridge; C. E. Tracy, Waltham; L. A. Peabody, Marblehead; A. D. Grover, Maverick Wheel Club, East Boston; C. E. Whitten, Lynn; Casional dispatches were received from the contest. October 1982 (1982) and these were read the contest and the solution of the contest and the contest and the contest and these were read the contest and these were read than the contest and the contest F. F. Ives, of Meriden, Conn., did not arrive until I minute 20 seconds after the start; but to the crowd, which had by this time increased he accepted his handicap in good part and hurried after the field.

Of these men the general favorite was Rhodes, for his good work in previous 50-mile races hereabout was remembered. Huntley and Ives, had, however, many friends willing to back them for first place.

Five minutes after the 50-mile men had been sent away, the starters for the sixteen-mile tri- give a timely notice of the racer's arrival, and cycle race were called to the scratch. There were but three starters. J. A. R. Underwood, of Dorchester, J. Williams of Dorchester, and C. O. Danforth of Cambridge. The course was a splendid one and was as follows:

to great sign boards, Washington street to West Newton, Watertown street to Watertown, Galen street, over hill to Newton, Centre street, over railroad tracks, Elmwood street, Park race, Ives of Meriden, looked the freshest street, Tremont street, to Oak square; Wash- of the lot. ington street to Brighton, Cambridge street, Brighton avenue, Beacon street, Chester park, Huntington avenue, Trinity square, Boylston

The race was practically between Williams retired after riding in last position for five miles. Williams held the lead for most of the time and won by a few lengths.

Williams time was I hour 9 minutes, 10 se-Williams road a Cunard tricycle and latest style of tricycle, and as yet few have been imported by Messrs. Everett & Co.

The fifteen mile open bicycle race was the next event and was over the following course: Beacon street to great sign boards, right on to Washington street to West Newton, left by street over hill into Newton, Centre street over railroad tracks, left by Elmwood street, right by Park street, left by Tremont street, right by by Washington street to Brighton, and thence along Cambridge street, Brighton avenue, Bea-

number of wheelmen with their cycles, on which con street, Chester park, left Huntington ave-

The men appearing as starters were: J. A. Kennedy, H. L. Hiscock, W. E. Weber, Leonard Ahl, J. C. Clark and H. M. Sabin, Ahl made the going for a time but was then relieved by Clark and Sabin, who had a tight race to the finish, when Sabin won by a fine spurt, Clark second, 5 seconds later and Ahl third. 58 minutes 10 seconds. Sabin rode a Rudge

The thirteen mile tricycle race open only to club members came next, and brought out the following field: S. C. Miller, G. Haynes, H. Stickney and J. Wood. Following was the course: Beacon street to Chestnut street, left Fuller street, right Washington street to West Newton Newtonville to Newton, right to Centre street, over railroad tracks, then left on to Elmwood street, right Park street, left Tremont street right Washington street direct to Brighton, and then by Cambridge street, Brighton avenue, Beacon street, right Fairfield street, left Newbury to the club house. Miller and Haynes led the field from the start, Miller always keeping in a position where the number pinned on his back could be conveniently viewed by Haynes. It was a close race, though, Miller winning first in 50 minutes 20 seconds, Haynes second in 59 minutes 50 seconds and Wood third in I hour 8 minutes. Stickney got following men dashed off at a fine pace: lost and did not finish, Miller pushed a Col-W. A. Rhodes, Dorchester; W. Huntley, New-umbia two track machine and Haynes a Cun-

> checkers along the route, and these were read largely.
> While the wheelmen waited for the advent

> of the racers they had time to amuse themselves in various ways about the club-house, talking to the ladies, playing pool, bowling, etc., and doing justice to a collation served by the

Bicycler Benson was stationed where he could when the merry notes of his bugle were heard, everybody left their occupations and rushed out into the street, so crowding it that it was with difficulty that a sufficient space could be cleared to allow a good finish. Rhodes was Starting from above reservoir, Beacon street the first man in and he was of course given a rousing reception. Huntley of Newton came in next, all covered with dirt and evidently suffering from a bad fall. The third man in the

Rhodes' time was 3h. 32m. 20 2-5s, which beats the previous record—his own—by 12m.

After the race had got fairly started Rhodes street, Arlington street, Newbury street to club and Huntley took turns making the going, and some fast going it was too.

When the great sign boards at Newton were and Danforth from the start, as Underwood reached Rhodes had the lead. The checker retired after riding in last position for five timed them as follows: Rhodes, 14m.; Huntley 14m. 1s.; Whitten, 14m. 28s. Rhodes kept up his steady going, with Huntley pushing him hard and frequently forging ahead for a time. At Tower hill, Huntley received a bad fall Danforth a Quadrant, The Cunard is Singer's which lost him a quarter of a mile, but remounting he was soon near the front again. Rhodes passed the hill at 31m.; Huntley, 31m. 15s.; Whitten 32.m

Tracy took a header at Tower hill which spoiled his chances, and at Malden Mr. Getchell was taken with a stitch in his side, which Watertown street to Watertown, right Galen forced him to slow up. The men reached the turning point as follows: Rhodes, I hour 52 minutes; Huntley, 1 hour 52 minutes 5 seconds; Ives, 1 hours 57 minutes; Getchell, 2 hours 4 minutes.

The leaders continued their hot struggle to firsts and one second in the two days.

Linden where Huntley received another bad header which bent the handle-bar of his machine and badly bruised his knee and shoulder. Vivian, his pace-maker, helped him on again and at Medford he had brought him close up to Rhodes, but then his knee pained him so badly that he steadily lost ground, leaving Rhodes to win an easy first.

Ives got lost twice, considering which his performance was very creditable. Getchell rode as far as Cambridge on the return and then went home. Rhodes and Ives were mounted on Victors and Huntley on a Rudge. Summary: W. A. Rhodes, 3.32 20 2-5, W. H. Huntley, 3.36 09 4-5; F. F. Ives, 3.46 54 2-5; Actual time, 3.45 34 2-5; A. Grover and C. E. Tracy.

The officials were: Referee, A. Bassett; judges, C. P. Shillaber, W. G. Kendall; timers, A. D. Claflin,, J. E. Savell, L. R. Harrison.

The Massachusetts Bicycle Club's race meet was not the only important event on the road of last week, for on Thursday and Friday, A. A. McCurdy, of the Hawthorn Bicycle club of Salem, succeeded in raising the 24 hour record to 2.33 1-6 miles. It was a grand performance, but we have riders here who say that they can do better, so it will not be surprising, if before the season is over the American record will be raised to a figure close upon the English rec-To-night C. O. Danforth of Cambridge, and Gideon Haynes, Jr., of the Mass. Club will start with the intention of so doing.

McCurdy started from the Boscobel Hotel, Lynn, Thursday evening mounted on a 54-inch Victor wheel. His first stop was at Salem, where he stopped for lunch; thence to Rowley and back to Lynn. The next stop was made at the Faneuil House, Brighton, where he remained for a short time. He mounted his machine again at 5.45, the cyclometer showing 83¼ miles. Mr. Roethe accompanied him going to Boston, via Brighton avenue Chester Park, and thence by a circuitous route to Newton, Wellesly, Needham, Dedham and back to the Faneuil House, Brighton, arriving there at 11.44 o'clock a. m. Here he rested 10 minutes, the cyclometer registering 145 3-4 miles. After dinner a start was made for Cambridge. He was accompanied by C. R. Overman of the Boston club. At Cambridge the latter left him and he was met by W. A. Bond at East Saugus, who accompanied him through Lynn, Swampscott, Marblehead, Salem, Beverly, Wenham, Ipswich and Rowley. Arriving at Rowley a stop of a few minutes was made. The route was back through Ipswich, Essex, Salem and Lynn, where he arrived at 7.30 o'clock, having covered 218 miles and beaten the best record five and a half miles.

After a stop of a few minutes the start was again made, coming through East Saugus, Malden, Medford to Faneuil House, Brighton, where he arrived at 9.20 o'clock, having covered 230 miles.

At Ispwich he met with an accident which resulted in a sprained wrist and several bruises. The Accident was caused by a horse becoming frightened and getting across the road.

After a rest of ten minutes at the Faneuil House, where he was rubbed down and had a bowl of beef tea, a fresh start was made to Newton and back to Brighton. On this trip he was accompanied by C. R. Overman and several other riders. The clock pointed to 9.54 upon the return, and the cyclometer registered 233 1-6 miles, McCurdy having beaten the record 21 1-3 miles.

Boston, Sept. 29th.

Both Rowe and Whittaker rode Columbia racers at the St. Louis race meet, winning 9

Relian

#### THAT TWENTY MILE RECORD.

In our last week's account of the twenty miles against time, at Springfield, we reported Burnham as riding over twenty miles in the hour. The information was obtained from the referee, although if we remember rightly, Burnham had not completed the distance when the bell rang. Some facts have come to light that convince us that we are right. Star Weber's time for the twenty miles was taken as 59m. 46s. by a thoroughly competent man, who agreed with the officials in almost every instance throughout the three days timing. This would allow him 14s. to cover the 16o yards over a mile that he is credited with. As he was nearly two hundred yards ahead of Burnham, this would bring the latter, exactly as we remembered him, behind the finish. We dislike to differ with officials, but it was one of the greatest errors that the American's time for twenty miles was not taken, and that would have settled the question definitely. Some one was badly rattled.

The following will appear in this week's Bicycling World, the editor of which was referee

at the Springfield meeting:

"After a most searching investigation we have come to the conclusion that Mr. Burnham's claim for a record of twenty miles within the hour cannot be allowed. We have testimony from the judges, the scorers, timers and from a number of disinterested parties on the press stand, and a careful weighing of the whole leads us to decide that the record is not proven. There is a great deal of evidence to support the claim of Mr. Burnham, but it is not positive evidence. In no one instance does a man say that he knows that Mr. Burnham was over the line, and nearly all of the witnesses are under an impression that he was, or think he had time to go over. Per contra, those who came forward to dispute the record offer evidence of the most positive character and place the rider a hundred yards behind the mark with a remarkable degree of unanimity. We would not hesitate to allow the record if there was an even balance of testimony, but with so strong a case against him Mr. Burnham cannot hope to press his claim with success. We have succeeded in establishing Mr. Weber at a point 135 yards beyond the mark and this record we shall al-

### THE BRITISH VICTORIES.

The two great tournaments are over. course none of our readers will be startled by our opening sentence, but it is well to reiterate in a sad retrospective sort of way, that they are over. We all know what a drubbing our representatives received at the hands of the men from over the water; the subject has been worn to shabbiness by the American cycling press and we can scarcely say anything new at this late date. But there is still one aspect, a sort of echo of the meets, that cannot fail to interest our readers, and that is the manner in which the English victories and the fast times were received in England, as represented by the comments in the cycling press.

While all the papers were naturally jubilant, some of the lower class leavened their joy with a large proportion of the I-told-you-so bun-This class might well be represented by the following selections: "The Hendee boom has burst." "Who is this Hendee, anyhow?" "The Yanks were treated to a fine exhibietc. They seem to think that the Americans had their eyes opened by a series of runaway matches, in which it was England first and America no-where; whereas the "poor Yanks" rushed the Englishmen to a surprizing degree, and made them work for everything they won,

other class of cycling papers, which honestly exulted in the victories of their country's representatives, but whose nationality did not blind them to the excellent fight made by American riders. The opinions of this class are fairly expressed by an editorial in the Cyclist a part of

which we reprint:

"The American campaign is over, and the flag that braves the battle and the breeze—we are not quite sure of this Jingo quotationfloats out victorious before the world. Briton has swept the board. There is no metaphor in this assertion. Literally, the spoils of Hartford and Springfield load the British contingent. Young America bows his brave head and owns defeat. The names of Hendee and Prince are heard no more, the record owns the destroying power of Webber, English and Wood. It is intensely satisfactory to reflect that Hendee measured his powers with Furnivall ere an unfortunate accident drove him from active participation in the racing at Springfield. It would seem that Furnivall is not a stayer; indeed, we believe he scarcely fancied his chances at a long distance, and therefore his defeat by Webber in the ten mile is not surprising, Webber rode like a non-stayer in England ere he left that is among his peers—and his splendid performance in the ten miles, when he broke the record, and, going on, placed the ewenty miles also to the credit of his name, comes as somewhat of a surprise. The magnificent finishes between Howell and Wood have been received with much approbation in America, the stern battles between this pair of riders being, perhaps, taking them on their merits, the most sporting events of present day cycling, and, as everyone on this side knew full well, a man like Prince was out-classed. Burnham has come to the fore, and we presume, is now the best man in the States, his prowess in stemming the tide of British success as it flowed on, enveloping, swamping and drowning America's best, needing no pæans of praise to obtain its due acknowledgment. Weber, too, ran a good man, and if the Hendee bubble burst--an event which those who dislike braggadocio will not regret—Englishmen will remember with sincere pleasure that with such good men as those our cousins put the field against us victory was only sweeter than defeat, and that the shame of the conquered was as small as the distance between British and American wheels in many a close contest, The idea of the Springfield Tournament, apart, of course, from the purely moneymaking point of view, seems a great one, though we fear the wholesale nature of the British visitation this year may deter competition in the future. Still, the revival of the old tournament programme, the holding of gentle and joyous passages, where knights of the wheel from North, South, East and West, may meet and, in symbolic phrase, break a lance together, has a fine ring in it. The knight of old, however, when he rode into the tilt-yard, was riding for the purest of all guerdons-"honour," and instead of gain his purse had to open to the cry of "Largesse!" Autres temps, autres mæurs—let us content ourselves with our tournaments as they are, and let the good knights, with their musty, murderous traditions, lie with the red cross on their breasts and the stout swords by their sides to wait the trump to which all must list and rise to.'

So much for the victories of the Englishmen and now for the reception of the fast times. The papers generally accept them, but the Cyclist, referred to above, makes a bold stand and as much as says: "I don't believe them." The Cyclist is a conservative paper, but in this case its well known policy placed it in a most ridiculous light. The Springfield track has been measured and remeasured and the timers are

It is with much pleasure that we turn to that among the most experienced in the country, and if the Cyclist will only send over their doubting Nairns and Sturmeys, they can measure the track, which is still there, and they can try watches with the time-keepers. We give below extracts from the Cyclist. The strata of incredulity that penetrates them cannot fail to

be a rich treat to we "poor Yanks,"

"In now turning our attention to the races, we must express emphatically the very general impression that something must have been wrong with the watches, the watch-holders, or the path at Springfield, for the times recorded there as compared with the public form of the men, and with the times at Hartford and elsewhere, are so much in advance, that we must wait further details before we give them cre-We have no desire to withhold from dence. any of the competitors the praise which is his due. If the distances were really run in the times stated, the winners deserve and should receive, the heartiest commendation. difficulty, however, lies in the fact that we cannot conceive why everybody should be able to run quicker at Springfield than anywhere else. It is a mystery that requires explanation, and until that explanation is given, or some confirmatory evidence is offered, we are unable unreservedly to accept the quoted times. We will take but one instance to explain our position. We have heard from time to time of George M. Hendee's attempts to take Cown Seller's time at the mile, and the reporters have waxed enthusiastic over his 2m, 42s., or something like it. Yet on the first day at Springfield, in a race confined to riders of the 3.10 class, Kluge, of the United States, wins in 2m. 41 2-5s., or roughly speaking, Kluge improves something like 290 yards in the mile upon his his public form. The thing is an obvious impossibility, and demonstrates most clearly the fact that for some reason, atmospheric or otherwise (?), the watches at Springfield were running some ros. in 3m. slower than they do elsewhere. As a proof of the error we have only to glance at the times made at Hartford to show clearly that there is screw loose somewhere. The times there, though good, are not phenomenal, and in the face of a strong wind they deserve every praise. But when we come to Springfield we find at once a vast difference, an improvment of ever so many seconds per mile and this accomplished by men who have had two hot days' racing at Hartford, and who were strange to the path; and in the face of the fact that the latter was heavy and the wind The sudden development of one man, the accomplishment of remarkable time by Gaskell, of Illston, acclamatised as they are, would not have astonished us. But that men should universally improve ten seconds or so: that 3.10 duffers should suddenly make the mile inside 2m, 42s. is a little bit too thick" and an addition of a minute to some of the times, would, undoubtedly, add to their chancess of genuineness.

Now comes what we consider a fair example in support of our arguments as to the timing a one mile amateur bicycle race, class 3m 10s. This race, open to 3m. 10s. men, is won by Kluge, in 2m. 41 2-5s.!! Remembering the hysterics into which the American papers went when their champion, Hendee, got inside 2m. 42s.. what will they say now, when their very duffers can go 2m. 41 2-5s.? and how does it happen that the English contingent are bringing home nearly all the prizes if class 3m. 10s. can do 2m. 41 2-5s.? We pause for a reply." We will leave the *Cyclist* in the act of paus-

sing, in which pose it will probably remain, till the arrival of the detailed reports proves that the times were correct.

The reason why "duffers" like Kluge do ten seconds better at Springfield, than their previous

public form is not easily understood by our overmatch their opponents and carry off the best get the full benefit of them, for few who have trans-Atlantic contemporary, but we who know that Kluge and many other starters in the 3.10 class, and in fact in many of the races, never rode on anything better than a five lap cinder path with sharp unraised corners, can easily understand it.

The tournaemnts have proven that barring the specialists who came here, and who are far and away ahead of the next best English men at their distances, the average English racing man is much inferior to the average American. When we consider that the Englishmen have opportunity to race on first class tracks every Saturday for a large part of the year, while our men can only compete at local meets on wretched paths, and even these are few and far between, Americans need not apologize for the performances of their men at Springfield and Hart-

#### HENDEE.

Previous to the visit of the English racing men to this country, the English writers spoke hopefully of the chances of their countrymen, and refrained from anything like bluster. But the result of the tournaments seems to have robbed many of them of common sense or even decency and now the English cycling press teems with "Hendee" vituperation. The following extract from Land and Hater will give our readers some idea of what a supposedly respectable paper will publish. The writer seems laboring under a fit of rabid Hendee-mania. The first of these tournaments was held on September 2 and 3. at Hartford, Conn., and in our last a brief announcement was made of the result of the first day's racing. Several incidents prior to the opening of the meeting had greatly excited the English wheelmen, and caused also no little stir amongst the Americans. The principal of these related to the behaviour of the two boasted U.S. champions, Messrs. Prince and Hendee, who, in the usual style common amongst Transatlantic sportsmen, were going to "lick creation" on their wheels.

The Britishers were made the special butts of this bunkum, and John Bull was about to be taught a lesson he would never forget as to the immeasurable superiority of Jonathan's youth in matters pertaining to wheel-racing. But as the time drew near for the racing, both Prince and Hendee announced that "particular engagements" would prevent them from meeting the Britishers. Prince went "West" to race against trotting ponies; and Hendee announced, with lofty condescension, that he would not spoil the Britishers' chance of getting a few prizes by racing against them, but, in the intervals between the races, he would show everybody how a wheelman should ride by beating the best time made in every race. This boast was met with a hurricane of jeers on both sides of the Atlantic, and Hendee submitted to the demands made that he should prove himself worthy of the position he had assumed, as "Champion of America" There was no escaping from this issue, and the result was the utter collapse of the champion in the first race he entered, his defeat exciting the strongest possible expressions of disgust from the enormous crowd of his own countrymen who witnessed it. His equally boastful friend, Prince, has not been heard of since he "went West," and it is feared that Hendee's failure and the "times" made by the Englishmen will effectually bar his putting in an appearance at the second and more important tournament, which commenced on Tuesday at HampdenPark, Springfield, Mass. This was to last three days, and one race is described as a "professional race for the championship of the The report of the two days' races at world." Hartford reads like a description of a race in

prizes on each day. When Hendee was defeated, the public fairly boiled over with manifestation of rage.

The above article in nothing more than a phantasmagoria. Like a prisoner under trial, acting under the advice of learned counsel, we deny everything. A history of the international sporting events that have taken place between the two countries will prove that generally speaking, we do manage to "lick creation"; English creation at any rate. It is not necessary for us to take up these succession of untruths and dissect them, for we are writing for Americans, and the absurdity of Land and Water's tirade will be at once apparent. The only point to which we would direct the special attention of our readers is the last. "The public fairly boiled over," etc. Now we would inform the transatlantic scribe that the public didn't boil "wurth sour apples." The American public is far too sensible to engage in any such laborious operation, especially on a warm summer day. But there is one thing that the public did do; it froze to a man. If an English champion on English soil, had been run away from in the last hundred yards, their public might boil, for they would immediately put it down as a case of "rope," and the beaten man would be received with hisses and other delight ful marks of the public's appreciation of his successful "pull," but in America we are not yet educated up to the pitch of crookedness which seems to obtain in certain English racing circles, and as before stated, our public froze to a man, at the defeat of their acknowledged but not boasted nor boastful champion,

## WHEEL RACES.

## ST. LOUIS RAMBLER'S RACE MEET.

The two days' race meet of the St. Louis Rambers' B. C. of St. Louis, Mo., held on the fair grounds, Friday and Saturday, Sept. 25, 26th, was not the success anticipated. It was announced as the greatest two days meet ever held in the West, and indeed it was most admirably "worked up," but a number of causes combined to defeat the plans and hopes of the committee. First and foremost, the crowd wouldn't come, 1000 on the first day and 2500 on the second, being far below the number that had been calculated upon to pay the expenses of "booming" the meet in a first class manner. In the second place, the number of first class men who entered in races but did not appear was distressing, and finally the proprietors of the track, which was only 41/2 laps to the mile, would not allow it to be properly rolled, with the result that the chief attraction at a meetfast time--was sadly lacking. Among the entries were many first class men from the East and West, and the races were well contested. Judging from the bad slating Hendee received in the St. Louis press, he seems to have made a grave error. Last week he rode a mile in 2.38 3-4, beating record, but this was not made on the trotting track, but on the 3½ lap board race-track on the roof of the ampitheatre, and as we have not yet been informed whether the track is measured according to the L.A.W. racing provisions, this record must be considered doubtful. At the meet proper, instead of entering and running in the orthodox manner, Hendee rode a mile exhibition in poorer time than was made in the open races. We know not what possessed Hendee or his advisers to travel so far as St. Louis to further deepen his rapidly darkening career. It may be, however, that Hendee had good reasons for not competing, and if there be any miti-defeat of Cripps was a surprise, but the time England, so thoroughly did our representatives gating circumstances, Hendee will be sure to was very fast for such a track.

the pleasure of his acquaintance can say anything ill of him.

## FRIDAY, SEPTEMBER 26.

One mile Novices-A. A. Hart, St. Louis,

3.13 1-5; J. A. Louis, by 50 yards. Five miles Professional—Wm. Woodside, Chicago, 16.54 3-5; R. A. Neilson, by nearly a lap; R. James, England, stopped on 18th lap.

wo miles Tricycle-S. G. Whittaker, St. Louis, 9.56; Robert Cripps, Nottingham, Eng., by a half length; T. Miller, St. Louis, stopped on first lap. This race was very poorly contested. Cripps at once went ahead but he had to stop twice to fix his delapidated trike, and Wittaker won by length.

Three miles Amateur, Bicycle—W. A. Rowe, Lynn, Mass., 9.45 ¼; E. P. Burnham, Newton, Mass., second; W. F. Knapp, Cleveland, o; Geo. E. Weber, Smithville, N. J., o. Burnham took the lead at the start and held it for two miles. On the last mile Rowe passed him and was never headed winning by twenty yards. Burnham beat Knapp by ten yards and Weber was beaten a half lap.

One Mile Exhibition—Geo. M. Hendee, gave a one mile exhibition in the fair time of

Two Miles, 6.20 Class—S. G. Whittaker, St. Louis, Mo., led from start to finish and won in 6.26 3-5; P. W. Stone, St. Louis, second; A. A. Hart, St. Louis, third by a length; Arthur Young, dropped out on the eighth lap.

Mile Professional handicap—W. M. Woodside (40 yards), 2.58; J. S. Prince, Chicago (scratch), second; R. A. Neilson (scratch), third. Woodside won by twenty There has been considerable talk as to vards. the respective claims of Prince and Neilson to the professional supremacy of America, but this race would seem to decide the question in favor of Prince.

One mile Scratch-Geo. E. Weber, Smithville, 3.00 1-5; W. A. Rowe, by a length; W. F. Knapp, close up; E. P. Burnham, o.

Three mile 9.30 Class-S. G. Whittaker, 9.53; Geo. T. Snyder, second; P. N. Myers, Covington, Ky., third. Whittaker won easily by a half lap. Snyder beat Myers by 100

One mile Bicycle Handicap-W. A. Rowe, (scratch), 2.56 3-5s.; E. P. Burnham (scratch), by half a length; Robert Cripps (20 yards), third; W. F. Knapp, (scratch), o; Geo. E. Weber (scratch), o; S. G. Whittaker (30 yards), o; P. W. Stone (60 yards), o; P. N. Myers (60 yards), o; A. A. Hart (80 yards), o. This was a splendid race, the struggle between the scratch men being very exciting. It seems strange that Cripps should be given a start on any man in the race, but probably the size of the track was taken into consideration.

## SATURDAY, SEPTEMBER 26.

One mile Bicycle-Robert Cripps, 2.54 3-4s; W. F. Knapp, second; Geo. T. Snyder, third; W. A. Rowe, o; E. P. Burnham, o; P, W.

Two mile Professional—John S. Prince, 6.14; W. M. Woodside, second; R. James, o; R. A. Neilson, fell on third lap. This was one of the most exciting races of the day, the lead being taken by different men, but finally resulting in a win for Prince.

One Half mile Amateur Bicycle—C. E. Kluge, of Jersey City, upheld his reputation as a sprint rider, winning by half a wheel from Geo. E. Weber; W. F. Knapp, third; time, 1.26 2-5S.

One mile Tricycle—S. G. Whittaker, 3.20; R. Cripps, by a length; T. Miller, distanced. The

One mile Amateur. -S. G. Whittaker, 3.06; George T. Snyder, by 50 yards; A. A. Hart, third, by a like distance.

Five mile Amateur Bicycle-W. A. Rowe, 15.59; E. P. Burnham, by a length; Geo, E. Weber, o: W. F. Knapp, o; C. E. Kluge, stopped on tenth lap.

One mile Professional Bicycle—J. S. Prince, 3.01 3-4; R. James, second, by a length: R. A. Neilson, third; W. M. Woodside, distanced.

Three mile Amateur Handicap—W. A. Rowe (scratch), 9.10; R. Cripps (60 yards), by two lengths. E. P. Burnham (scratch), by a few lengths; C. E. Kluge (60 yards), o; W. F. Knapp (scratch), o; Geo. E. Weber, (scratch), o; P. N. Myers (180 yards), o.

One mile Consolation—[. A. Lewis, 3.28; Al. Greenwood, by ten yards; T. Miller, stop-

One mile Bicycle Exhibition—Geo. M. Hendee rode over in 2.56 2-5s.

The officers of the day were: J. A. St. John, referee; F. W. Westervelt, E. M. Senseney, A. K. Stewart, judges; T. Dean, D. Rannell, C. A. Becker, timers; E. Gorse, T. J. Reynolds. Grif Glover, A. Young, scorers; L. Gordon, starter; R. Gordon, clerk of course; J. W. Young and C. C. Hilderbrand, umpires.

One of the features of the meet was the successful inauguration of electrical apparatus for timing. So accurate was the clicking that the one-hundredth part of a second was recorded.

The most successful man at the meet was S. G. Whittaker, late of Boston, who won five firsts, but the best performer was Rowe who riding in all his races from scratch won four firsts and one second. Burnam was unfortunate, finishing second to Rowe four times. These defeats put Rowe at the top of the American Amateur tree, for in our opinion the championship between lay these two.

The defeat of Cripps was due to the size of the track.

The receipts of the tournament was about \$2500, which will about pay expenses. The Ramblers are hopeful of success in the future, now that St. Louisans have been educated up to the sport.

Apropos of Hendee's record referred to above, we clip a report from the St. Louis Critic, which establishes its genuineness:

"On Wednesday last, George M. Hendee, the amateur champion, on the St. Louis track, lowered three records—two amateur and one World's record. According to a previously announced programme, a goodly number of wheelman had gathered to see Hendee attempt to break the world's amateur record of 2.39 for a mile, under the auspices of the Ramblers. Everything was done strictly according to L. A. W. racing rules, so that the records made cannot possibly be protested. At the word "Go!" Hendee went away with a rush, making the first quarter in 38, the half in 1.15, threequarters in 1.55 \(\frac{1}{4}\), and the mile in 2.38 3-4. The best previous half mile was the professionfrom the world's record, and lowered the threequarters and mile amateur records, the latter, however, only by one-quarter second. The first half, it will be seen, was covered at a 2.30 gait. The timers were E. M. Senseney, Chief Consul L. A. W.; J. S. Rogers, Chairman St. Louis Racing Board, and C. F. A. Becker, Captain Missouri B. C."

One of the most interesting events this week will be the games and cycle races of the Olympic A. C., to be held at the Manhattan A. C. ground, 86th street and 8th avenue, on Saturday, Oct. 3d, at 4 P. M. The wheel events cap. The handsome medals offered for these the pace to the half when Bell and Van Sicklen third.

#### MINNEAPOLIS RACE MEET.

The third annual meeting of the Minnesota State Division L, A. W. was held at Minneapolis, on Tuesday, September 22, under the auspices of the Mercury W. C. Both the business meet and the races were highly successful and an increased League membership will doubtless result.

The business meeting was called at Armory Hall, at 9 A. M., seventeen members being present, with C. C., S. F. Heath in the chair. Mr. H. A. Alm was unanimously elected Secretary-Treasurer for the coming year After appointing a committee of three on a new constitution the meeting adjourned with the understanding the that next meet would be held at Winona, where a new quarter-mile track was being built.

After the business meeting a parade was formed on Eighth street, moving at ten in the following order: Mounted police; pace-makers, F. S. Heath. F. H. Price; Millard's brass band; Mercury B. C., Captain John Nicholson; Winona B. C., Captain Elmer; St. Cloud B. C. Captain E. S. Hill; Citizens W, C.; Alert B. C., of St. Paul, Captain Parker; Faribault B. C., and undetached riders. After riding through the principal streets, which were lined with spectators, the wheelmen disbanded.

The races in the afternoon were witnessed by about eight hundred people. They were closely

contested and run in fair time. The one mile novices was divided into two heats, the starters in the first being A. L. Osborn, E. A. Savage, E. J. Hall, C. Bell, Paul Archard, and C. A. Morrison, all of Minneapolis, and Burt Lund of Owatonna, Morrison who had the pole took the lead at the start and held it to the first quarter, when Osborn got by him and led to the finish by a length in 3.15 3-4s. A good struggle between Hall and Savage for third place resulted in the victory of the former. The starters in the second heat were: Wesley Wing, Charles E. Sheppard, Henry Shroder, all of Minneapolis; L. H. Kittson, St. Paul, and John J. Willson of Winona. Woodward got a slight advantage at the start and taking the pole, led till the half mile, at which point Powers, Kittson and Shroder were second and third, with the rest strung out. On the last half, Shroder and Kittson had a rare struggle for first place, both passing Woodward, and finishing in the order named in 3.19. For the Final Heat, the first three in the trial heat were eligible. Shroder led to the quarter when Morrison passed him. At the half Morrison still led with Wing second, Savage third and Shroder fourth. The last half was most exciting the leaders being very close all the way Morrison won in 3.131/4; Wing, second, 3.141/2; Savage, Shroder, Osborn, and Hall in the order named some yards behind the placed men; Kittson distanced.

For the One Mile Open, N. H. Van Sicklen of Chicago, and Grant Bell of Mineapolis, were the only starters. The race was a run-away al 1.15 4-5, so that Hendee clipped 4-5 seconds with Bell figuring in the interesting role of the pursuer. Van Sicklen finished in 2.57 3-4s; Bell, 3.06 2-5s.

There were four starters in the One-Half Mile L. A. W. State Championship: Paul Archard: Wesley Wing; Frank Cutter and E. L. Sawyer. Wing went ahead at the start, but he soon came back to the field and was passed by Sawyer and Cutter, who finished first and second in 136 1-4 and 1.38. Wing and Archard had it out for third place, the former being successful.

For the Five Mile Championship of the North-west and a challenge medal, Bell of Minevents may be seen at A. G. Spalding & Bros. went by him; Bell leading till near the mile

when Van Sicklen spurted ahead and passed the tape in 3.25. Bennett finding the pace too hot dropped out at the mile. The next four miles were a series of spurts, Bell vainly trying to head Van Sicklen, who finished the second mile in  $7.05\frac{1}{2}$ , the third in 10.39, the fourth in 14.80 and the full distance in 17.46 1/2.

The Three Mile tug-of-war was contested by Messrs. Woodward, Metcalf and Kittson of the St. Paul B. C., and Messrs. Archard, Fuller and Graves of the Minneapolis B. C. Kittson, who led at each mile, secured 18 points; Woodward, who was second in the first mile and third in the second and third received 13; Metcalf who was last on the first and second and distanced on the third received 2 points, making a total of 33 for the St. Pauls. Of the Minneapolis team Fuller received 14, Graves 9 and Archard 6 points, a total of 29. The prize was a

The racing was varied at this juncture by a Quarter Mile Unicycle, Mr. Spear riding that distance in the excellent time of 53 3-4s, the record being but 53 2-5s.

The Two Mile State championship was a moral for Frank Bell. E. L. Sawyer was the only other starter, and he had an excellent view of Bell's tactics from start to finish, the latter riding the first mile in 3.17, a second ahead of Sawyer, and the two miles in 6.29

2-5s; Sawyer 6.51.
The One Mile 3.30 class had a large field of starters, Morrison got the lead at the start and held it to the half when Bell went ahead and led to the finish in 3.12. Morrison and Bennett had a hard race for second place, the former winning it by a length in 3.16 4-5s; Savage fourth by twenty lengths; Willson, dis-

The Quarter Mile for boys brought out the following aspirants: W. M. Dynes, Owatonna; James Rickey, Will Wing, G. W. Dye, L. M. Morgan and W. Wheelock, all of Minneapolis. Dynes won in 47 1-2s; Rickey, second.

The Twenty Mile Race for the "Pope Cup," was considered the event of the day. Only one entry, N. H. Van Sicklen, came to the post, and he treated the spectators to a fair exhibition, riding the twenty miles with the aid of pace-makers in the excellent time-for the track—of 1h. 8m. 58s.

The closing event of the day was the one mile consolation race. Colia Bell, H. B. Herrington, E. A. Savage and David Fuller, were the balm-seekers that faced the starter. race was between Bell and Savage. The latter had the race well in hand at one time, but he indulged his loafing propensities and Bell beat him on the home spurt by a half wheel; time, 3.22.

## NEW HAVEN RAMBLER'S RACE MEET.

The races of this club were held at Hamilton Park, Wednesday afternoon, Sept. 23d, under most discouraging circumstances. weather was cold and the gale was wild, bending the strongest tree boughs as it willed, and sweeping up clouds of sand and dust from the The hundred people who gathered to track see the meet were kept busy keeping up the caloric. The races were well contested. only unfortunate incident of the afternoon was the fracture of C. M. Ferguson's arm in the club race.

A good field faced the starter for the opening event, the scratch half mile bicycle, viz.: R. Chambers, Birmingham; A. B. Rich, New York; C. E. Kluge, Jersey City; D. H. Renton, New York, and J. Illston, Hartford. Chambers showed the way to the quarter when eapolis, and Van Sicklen and A. G. Bennett of Rich and Illston passed him, the former winare a one mile novices, and a three miles handi- Chicago, were the starters. Bennett cut out ning in 1,28 2-5; Iliston second; Chambers,

After a short period of shivering and chat-

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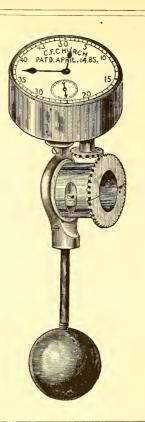
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NEW YORK.

Howell appeared for a one mile safety bicycle exhibition, which distance was ridden in 3.11.

For the mile scratch race the same field that started in the half-mile came to the scratch. Renton and Rich had a nip and tuck struggle to the three-quarter pole, when Rich took a header. On the last quarter Kluge and Chambers went by Renton finishing first and second; time 3.18.

After this race, Professor Edward Leopold gave a half mile unicycle exhibition, accom-

plishing that distance in 2.28.

For the three miles amateur bicycle race, Kluge, Rich, Renton and Illston came to the scratch. A good race all the way resulted in a win for Kluge in 950 2-5; Rich and Renton finishing close up.

At this juncture John Brooks gave a really excellent mile exhibition, doing 3.02 4-5, but the public were too busy keeping warm to ap-

preciate Brook's effort.

The five mile race was won by Chambers in 17 minutes; Kluge second; Illston third, Renton fourth Wm. Wait, of Kinderhook, N, Y., dropped out on the third mile,

A quarter mile exhibition given by Cham-

bers, was ridden in 44 seconds.

The one mile club championship, was won by

Wait in 3.26, beating G. E. Minor.

In the one mile championship of the Ramblers club, Edward Kelley and C. M. Ferguson competed, The latter fell at the quarter mile, unfortunately breaking his arm. Kelley won in 3.35 1-5.

In the evening an entertainment consisting of fancy riding and a club drill was held at the

Lincoln Rink.

## PENTUCKET WHEEL CLUB'S RACES.

The inaugral race meet of this club was held at Kenoza, Mass., last Saturday afternoon. The races filled well and were hotly contested. the weather was beautiful, but the people did not attend, and the pecuniary results were far from satisfactory, However, like every new club they will have to educate their townspeople up until a meet will pay. The track was a half-mile circuit. Summary:

Two Miles Novices—Louis A. Hamman, 6.30; Arthur F. Howes, Dover, N. H., 6.39;

Geo. Curtis, Danvers, Mass. 6,43.

Three Mile Lap Race—W. T. Burns, Salem, won the first three laps and was second in the last three; time, 10.52; Robert Burns was first in the last three laps and second in two others; time 10.391/2; Arthur F. Howes, o.

One Mile Club-F. H. Fernald, 3.19; H. E. Guptel, 3.20; Chas. E. Dole, 3.21 14.

One Mile Open—Louis H. Hamman, 3.09 1/2; Robert Burns, 3.13: Arthur F. Howes, 3.17<sup>1</sup><sub>2</sub>.
One Mile Tricycle—H. E. Guptel, 4.40; Geo. A. Burnham, second.

Officers—Referee, M. F. Emilio; Judges, C, C. Cartwright, R. H. Robson and W. E. How; Timers, F. S. Batchelder, F. S. Gage and Chas. P. Sumner; Clerk of Course, J. F. Adams; Starter, H. H. Gage, and Scorer, A. E. Leach.

In the evening a ball was given, which was well attended and very successful.

### RACING NOTES.

On Sept. 19th, the Cleveland B, C. held races for the two and five miles championships of the club. The two miles was won by W. S. Upson in 6.18 4-5. The entries for the five miles were W. S. Upson and Geo. T. Snyder.

tering on the part of the spectators, Richard tween the races, W. F. Knapp rode an exhibition, mile doing 41s., 1.20 2-5, 2.03 3-5 and 2.46 4-5.

> The New Castle, Pa., B. C., will hold a race meet on its new track, Tuesday, October 6th, The open events are: one mile novices; onehalf mile, boys under 17; half mile best two in three. Entries close October 3d, with M. L. Hanna, Secretary, New Castle, Pa.

> A bicycle and athletic meet will be held at Chester, near Philadelphia, Pa., on October The wheel events are: one mile club; two miles open and one mile consolation. Entries \$1.00, for the open events, will close on the grounds on day of races.

> The Danbury Wheel Club will hold a race meeting on October 6th, in conjunction with the Danbury Fair. The open events are : onehalf, one and three miles bicycle races. Entries close October 3d, with L. L. Hubbell, Secre-

The following are the events to be contested at the meet to be held at the Chicago Bicycle track on Friday and Saturday, October 16th

and 17th:

First day —One mile, novice; five miles, Illinois Division championship; one mile, open to all amateurs; one mile, professional; two mile, open to all amateurs; one mile, Safety, wheels not over forty inches; three miles, open to all amateurs; one mile, tricycle, Illinois championship; one hundred yards slow, Illinois chamship; ten mile, professional. Second day-Twenty mile, Columbia Cup; two mile professional; five miles, open to all amateurs; fancy riding, Illinois Division championship; one mile, Illinois Division championship; one mile, open to all amateurs; five mile professional; three mile, tug of war; one mile, tricycle; one mile, conclusion. Entries close October 10th. Address Chairman Racing Committee Chicago Bi. Track Association, 189 Michigan Avenue, Chicago.

At the Toronto B. C. races held on Saturday, the 19th, the best performance of the day was H. P. Davies' win in the one mile championship; time, 3.07 2-5s. A five mile handicap was won by J. S. Strange, with 1760 yards start, in 17.54 4-5s. It would be strange indeed if he did not win with such a modest allowance.

RACES AT PONTIAC, MICH.—Sept. 15.—One mile, 3.20 class; L. Goodman, Birmingham, 3.31 1/2; F. X. Spranger, Jr., Detroit, 3.33½. Half mile, boys under 15 years-Bigelow, Birmingham, 1.52.; One mile, novices-S. I. Slade, Birmingham, 3.25; J. Hanley, Detroit, 3.35. One mile Star machines-J. H. Davis, 3.39½; Campbell, 3.41. Five miles—L. D. Munger, Detroit, 16.59: C. D. Keyes, Farmington, 17.10; F. N. Warner, Farmington, 3d. Fancy riding by C, E. Dud ley of Detroit.

One of the most interesting features connected with the Pennsylvania State Agricultural Society's Fair will be the bicycle and tricycle races to occur upon Tuesday evening, October 13, corner Broad street and Lehigh avenue. There will be ten different events, the entries for which close Oct. 6, and should be sent to Victor M. Haldeman, Manager State Fair Bicycle races, N. E. Cor, 13th and Market street, Philadelphia, Pa. Open events: 1/2 and 1 mile bicycle; 1 mile tricycle; 1 mile tandem; 1 and 2 miles bi. handicap.

Howell makes Safety Records-Last Friday afternoon Richard Howell made an attempt on the Springfield track to break the Snyder rode away from Upson at the start, records up to one mile, in which he was successful. The times were, ½ mile, 43s; ½ mile, were 2.47, 6.06, 9.21, 12.36 and 15.45. Be-1.22; 3-4 mile, 2.01 3-4 and one mile, 2.43.

The Norristown Bicycle Club has its second annual meet at Globe Park, Saturday, Oct. 1c. The programme, which contains a number of interesting events, includes an open half-mile, one mile and three mile race, a mile club championship, a half-mile tricycle and half-mile unicycle exhibition, a half-mile for two minute class, one mile for four minute class, a club handicap of three miles, 100 and 220 yards foot races and other events.

Preparations are being made for a bicycle tournament to be held in Omaha, Neb., Oct. oth and 10th. Over one hundred entries have been made so far and more are coming in. Some of the most prominent wheelmen of the country have announced their intention of being present and it is expected to be a grand success.

## THE CITIZENS B. C. ROAD RACE.

For the last month it has been nothing but race-meet and records and as may be easily imagined, the announcement that the Citizens B. C. would give a road race open to members of New York City Clubs, was doubly welcomed. The race came off last Saturday afternoon, and it was a complete success; not from a gate money stand-point to be sure, but it proved a good contest, was won in very fast time, and a crowd of cycling celebraties made it an excuse to spend a fine summer afternoon out-doors. The start was announced for 3 P. M., from the corner of 6oth street and Boulevard, but at that hour the officials and the cycling luminaries above referred to, were hobnobbing at the Citizens Club rooms, in 58th street, West, making various arrangements in regard to scoring, timing and conducting the race, while the competitors were putting the finishing touch to their preparations, and receiving the gratituous advice of friends as to the condition of certain portions of the route.

The weather was seemingly custom made. A bright joyous Indian summer. The route was thirty miles in length: from 6oth street up Boulevard to 152d street, East, to 10th avenue, up 10th avenue to Kingsbridge road to Broadway, to Getty House Square, Yonkers, and re-

turn over same course.

A large number of wheelmen re-inforced by the crowd of idlers and small boys that an incident in the streets of New York quickly attracts, had come to see the start and finish. Shortly before 3.30, the following men appeared before the starter. Philip Fontaine and W. H. McCormack, Citizens B. C.; P. M. Harris and W. C. Herring, Ixion B. C.; E. C. Parker, Harlem Wheelmen, and W. S. Gilson, Pegasus B. C. Fontaine was the favorite, with Harris second choice.

At three thirty, 'Geo. R. Bidwell gave the word, and the three scorchers were off and hid behind a cloud of dust in a jiffy. The small boys and idlers disappeared, and the cycling planets betook themselves to the classic shades of the Citizens abode, and whiled away a cou-

ple of hours at pool and billiards. As soon as the word was given the men cut

out a terrific pace, seeming bent on breaking each other up. Fontaine at once took the lead, shadowed by Gilson, Harris, McCormack, Herring and Parker in the order named. Up the smooth Boulevard they flew. At 135th street, fully four miles from the start, the men passed in the following times: Fontaine, 15m. 25s.; Gilson, 15m. 57s.; Harris, 16m. 05s.; McCormack, 16m. 56s.; Parker, 17m. 15s.; Herring, 17m. 27s. Rounding through 152d street, the men came out on 10th avenue, where the new cable road has been built. tween the tracks is a narrow strip of macadam, and this the men used for a short distance. At Manhattanville Hill, Parker dropped out, his 56-inch Rudge being too large for him. At

No other Wheel in the World holds two as fast records as the

## DYAL

Also the 100-MILE AMERICAN ROAD RECORD, won by S. G. WHITTAKER, in 9 hours on a ROYAL MAIL.

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I	36-54-in Kangaroo,	90
	Howe Tricycle, rear steerer,	25
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	English Tricycle, front steerer,	7.5
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Ι	55-in Keen Racer,	25
Ι	56-in. Harvard, Full nickeled, Balls all over,	95
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	54-in. Harvard, nickeled,	7.5
	35-in. Horsman,	15

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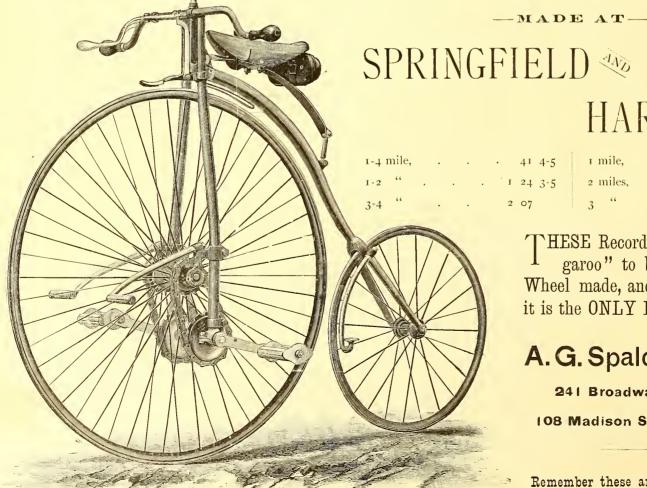
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Remember these are Amateur Records.

the roads. From this point to South Broadway, the going was frightful, three or four inches of dust on top of rough shifting stones, making expert riding necessary, and a machine some sizes too small a big advantage. Going up Brick Church Hill, Gilson caught up with Fontaine, and a neck and neck struggle down the other side took place between them. When near the foot a buggy driver, thinking the men were trying to get on a race with him, hit up his quadruped and drove Fontaine from the smooth part of the road into a patch of sand, causing him to take a bad header. Gilson went on ahead, and Fontaine remained several minutes where he fell to recover himself. He had been badly stunned, severely cut on the head, and had sustained other contusions. He remounted and pursued the fast disappearing Gilson. At Yonkers, Mr. Elliott Mason stationed himself as checker against the lamppost in the centre of Getty House Square. Gilson arrived at the turning point in 57m. 30s. after the start. The distance was fifteen miles, and this time is the best American road record for the distance. It is also the best record from New York City to Yonkers, the previous figures being 1 hour 4 minutes, by R. G. Rood, of the Ixion B. C

Fontaine arrived at 59 minutes. So great was the crowd in the square, that neither of these two men were able to go around the turning post, but they brushed close by it, which answered the same purpose. Meanwhile McCormack had caught up with Harris and the two rode into the square together, took a soda at a neighboring drug-store, loosing several minutes, and finally circled around Elliott Mason and the lamp post in I hour 10 minutes. McCormack had strained the little wheel of his machine, and it dragged against the fork of the small one, making the riding hard work. He and Harris knowing they were out of the race, kept together till 155th street, when Harris came away.

Shortly after six, a number of people congregated at the finish, and strained their optics looking up the Boulevard for a first sight of the men. By this time it was getting dusk, and many a false alarm was created by the appearance of some cyclist, coming down to the finish. At last three men came rushing along, and flanked on either side by a pace maker Gilson crossed the line amid a burst of cheers, in 2h. 12m. 18s, This is now the best American record for thirty miles, we believe, as we have been unable to find any record for this distance in any of the fast road races that have taken place in the vicinity of Boston. Fontaine appeared in 2h. 17m. 04s. friends were quite alarmed at his blood-stained condition, and a doctor was soon brought to him at the club house, but beyond the bruises mentioned, no serious injury was discovered, and Fonty appeared at the Ixion "racket," seemingly none the worse for his mishap. Harris crossed the line in 2h. 3om. McCormack, who had exchanged machines with a friend at 155th street, rolled in 2 minutes after Harris, and as the youngest man in the race, the

spectators gave him a rousing reception.

The result of the race was exceedingly gratifying; it was fairly contested and won in fast time, notwithstanding the condition of the roads. Gilson is over six feet in length, very thin and angular. He rode a 56-inch Rudge of 1882 pattern. The machine the roads in the Harlem B. C.; Messrs, H. L. Pool, Brything, and the condition of Messrs. Edwards, Rauchfield, Loudon, Bingham, Sterner, Parker, Styles, Bradway, Lome, Diamond, Cochrane, DeGraaf and Ryer, of the Harlem B. C.; Messrs, H. L. Pool, Brything, and the condition of the roads. was almost worthless, but the rattle of the four loose and broken spokes, was as so much mustones, was an eye-opener for the beholder. He stopped a few moments on the way up, and this further enhances his reputation. He was Haven; Messrs. Crichton, Candidus and Sie-

Brick Church Hill, Herring dropped out, his club "safety" being too small to manage over Club, a club started for the purpose of procurtive twenty-four members of the lyion B. C. ing Park badges, when the Honorable Board of Park Commissioners required all riders in the confines of Paradise to belong to clubs It was unfortunate that Fontaine took a header. It was thought that the race lay between he and Harris, but any future decision of the champion scorcher ship of Gotham must take Gilson into account Harris and McCormack did themselves proud. The "Ixion" man did not do as well as his club-mates expected, but he has long had things his own way on our roads, and it would be contrary to the laws of athletics, if some new man did not come forward and beat him. McCormack also did handsomely considering his youth and slight build.

After the gold and silver medals had been presented to the winners at the club house, the cycling transparencies betook themselves supperward, and the Citizens road-race was a matter of history. As a matter of record we give the timers. At the start and finish: Dr. N. M. Beckwith and Fred. Jenkins; at Yonkers, Elliott Mason, all of the Citizens B. C.

#### THE IXION'S CONCERT.

One of the most enjoyable, and consequently successful impromptu entertainments ever held around New York, was the concert given by Ixion B. C. Orchestra in their club house, at 2 E. 60th street, last Saturday evening. The road race of the afternoon had belated many of the visitors, so that it was 8.30 before the open number was commenced. At that time the room was completely filled, the hard working master of ceremonies, Frank A. Egan, of pleasant "Owl" memory, having, with the help of Messrs. Robinson and Harris, considerable difficulty in seating so many unexpected visitors. The affair was entirely impromptu, it being supposed that but very few outside the club would put in an appearance, and the large number present and the hearty applause which greeted the performance of most of the members must have been gratifying. The following gentlemen composed the orchestra: S. B. Moses and F. C. Ringer, violins; G. A. Moi nebach, flute; A. B. Chapman, clarionet; B. Cruger, first cornet; James Shelton, second cornet; J. Schott, base villian—no, no, bass viol, and O. L. Moses, presiding at Piano as conductor. The programme consisted of dance music and selections from the comic operas, the most popular of which were the "Valse" from Nanon, and Pot-Pourris of the "Black Hussar," and the "Mikado," All the the selections were excellently rendered, the "Mikado" music being rapturously redemanded. As a test of the abilities of the performers, a piece of music dedicated to the Albany B. C. which had never been played, was produced by Dr. Beckwith, and rendered by the orchestra in fine style.

During intermission, edibles, liquids and cigars were served in abundance. The programme was finished just as Saturday night was welcoming Sunday morning, and the visitors betook themselves homeward, voting the "Ixions" jolly good entertainers.

Among those present were: W. H. Hermes, Brooklyn B, C.; E. F. Maurer, Yonkers B. C.; ant, Clapp, F, J. Pool, Mason, Smith, Ford, Fontaine, Wells, Terhune, Gulick, McCorsic to him, and the way he hustled it over the mack and Dr. Beckwith, of the Citizens B. C.;

## COLA E. STONE.

Just as the numerous wheelmen who had attended the St. Louis Ramblers race-meet, were sitting down to banquet on Saturday evening, the sad intelligence was brought that the leading spirit of their club, Cola E. Stone, was no more. The assemblage at once dispersed, for Stone was the most popular man in St, Louis cycling circles, and the best known cycler West.

At the Hartford meet, Stone and Hendee collided, the former receiving a broken wrist by his upset, and the papers attributed the cause of his death to a congestive chill, resultant of the collision at Springfield, and the effect of Stone's efforts in the Big Four Century road-race last July, and this version was published throughout the country to the detriment of wheeling; but latter information unfolds a tale, the like of which would be regarded as very poor fiction if found in a novel.

On Friday, Cola acted as timer at his club's race-meet, but not feeling very well on Saturday, he remained at home. Cola spent the evening abed, his family supposing that he was suffering from a congestive chill, but at 9 o'clock, when they, in company with Dr. J. M. Kershaw visited his room, he waved them away, and then told the doctor that he had taken a dose of arsenic, that he had no desire to live, but only wanted the doctor to ease the pain from which he was suffering. At 9.10 he

The doctor astonished the family by refusing to give a buriel permit, without notifying the Coroner, and when that official appeared, the doctor related the painful circumstances.

It appears that the cause of Cola's death was unrequited love. Some time since a prominent artist painted a picture for the Paris Se-The model for the female figure reprelon. sented was Miss Laura Browning, a clerk in a St. Louis store. Miss Browning is very handsome and Stone fell in love with her through the picture, made her aware of his affection for her, but was rejected. It was this unsuccessful suit that caused him to take his life.

Cola Stone was twenty-two years of age, five feet eleven in height and a splendid specimen of muscular development. He was the champion swimmer of his native city; and had made a reputation as one of the fastest bicyclists West. His principal fame was achieved in the 100 mile road race from Kingston to Cobourg, which Stone won in 8 hours, 28 min. utes. The riding was frightful, and it is about the finest piece of road-riding on record. Stone came east and started in the ten mile race and but for the unfortunate collision referred to above, we in common with many others believe that he would have proven himself one of the fastest track riders in America.

Personally Stone was a great favorite. He was unfortunate enough to have a cast of countenance that might be called handsome toughness, but he was well educated, as his conversation and his letters to the bicycling papers easi ly prove. He was the son of Professor Stone of Washington University and was engaged in the bicycle business in St. Louis.

It is hard to perceive a practical sanguinary young man taking so foolish a step, and if ever a man was seized with a fit of temporay abberation Stone certainly was.

Death is almost always cruel but it is doubly so, when it comes under such circumstances as in the present case, and when the victim is so well equipped, physically and mentally, to fight the battle of life.

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APOLLO, Light Roadster of the highest quality.

BRITISH CHALLENGE, for 1885. Entirely remodeled, cow-horn handle-bar, ball pedals, tread narrowed,—in fact, a new machine.

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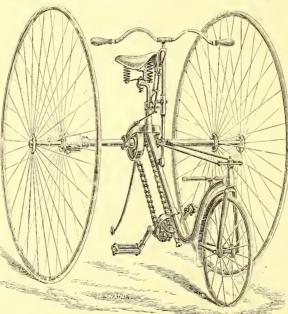
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The date fixed for the visit of the Massachutetts B. C. to Gotham, is October 13th, 14th and 15th. The visitors will be taken care of by the Citizens B. C.

Speaking of Canary's remarkable fancy riding Speaking of Canary stemarkation at Hartford, English Wheeling of exhibition at Hartford, English Wheeling of the following report: "A Sept. 9, cooks up the following report: great feature of the afternoon was the fancy riding tournament, in which the best professionals at this money-making game contested. D. I. Canary, whose fame has long ago spread to the old country, proved the best man, and his marvellous riding on one wheel, coupled with the performance of the most intricate, reckless, and daring feats, was the theme of wonder and admiration amongst all who saw it." As the Editor and proprietor of Wheeling, Mr Harry Etherington, was looking at this exhibition with astonished eyes, we can fancy what effect the smartness of his joint editor will have upon him. There shall be wailing and gnashing of teeth at the Wheeling offices on the return of its owner.

## FROM THE CLUBS.

Oct. 3.—Boston B. C., 100-mile road race.
Oct. 3.—Olympic A. C. games and cycle races at New York City.
Oct. 6.—Newcastle, Pa.. B. C. race meet.
Oct. 6.—Sea at Brockton, Mass.
Oct. 9.—Capital B. C. race meet at Washington, D. C.
Oct. 9.—Capital B. C. race meet at Washington, D. C.
Oct. 9.—Omaha, Neb. Wheel Club; second annual touruament.
Oct. 10—Second Annual race meet of Norristown, Pa. B. C.
Oct 10—New York Athletic Club games and bicycle race,
Mott Haven, N. Y. City at 3.30 P. M.
Oct. 16—University of Penn, games and bicycle race at West
Philadelphia.
Oct. 16, 17.—Chicago Amateur Track Association, October meet.

meet.

CLOSING OF ENTRIES.

Oct. 3 —Entries close for Newcastle B. C. races. 1 mile novice; 1, 2 and ½ mile heats, open; ½ mile boys under 17; ½ mile club; 1 mile consolation. Prizes, gold and silver medals. Entrance fee 50c. Address M. L. Hanna, Sacratary.

silvermedals. Entrance fee 50c. Address M. L. Hanna, Secretary.

3—Entries close for two mile handicap to be run at New York Athletic Club games. Fee 50 cents. Address A. H. Wheeler, 104 W. 55th Street.

9-Entries close for one mile scratch race of the Un. of Pa. B. C. Fee 1.00 Address G. A. Kohler, University of Pa., Philadelphia.

10.—Chicago October race meet, with Chairman Racing Committee, 189 Michigan Avenue. Full particulars in another column.

## 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.

56 IN. PILOT, \$65; 54-in. Pilot nickeled, \$65; 55-in. Club racer 22 lbs., \$80; 55-in. Keen racer, 22 lbs., \$80; 54-in. Express, \$60; 50-in Matchless, \$65; 54-in. Humber, \$50; 50-in. Club, \$65; 50 in. King of the Road, \$65; 48-in Premier, \$65, 52-in. Expert, '85 pattern, \$90; 42-in Challenge Safety, \$72, 50; 50-in. Excelsior, \$25; new tires. All above, except last two, have hollow forks and ball bearings, and are in perfect order. Tricycles, Club Tandem, \$190; Victor, '85 pattern, \$90; Coventry convertable, \$100; Tandem, \$75; Otto, \$40. Other bargains, call and see or write for list. Garvey & Herring, B'way and 59th St.

OR SALE, 52-in. English bicycle; Half-nickeled, ball bearings, fine condition, cheap for cash, H. Hanson, 31½ W. 12th Street, N. Y.

UMBER RACER for sale. Ridden by Webber 20 miles inside the hour. only used at Springfield. Price, \$100. Address, H. M. S. Box, 5319, Boston, Mass.

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

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The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

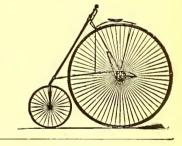
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling, are excluded from any other similar vehicle."

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## STANCH AND RELIABLE ROADSTERS.

I take pleasure in adding my testimony to the claims which you set forth in the construction of the Columbia bicycle and tricycle.

I have ridden one Expert Columbia over 3,500 miles on country roads, and I have never had any repairs of any description whatever to make upon it.

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F. J. DRAKE, Lieut. and U. S. Inspector of Material.

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