

THE WHEEL

A JOURNAL OF CYCLING

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NEW YORK, AUGUST 6, 1886.

[WHOLE NUMBER, 253.]

WHEEL GOSSIP.

Col. Pope and Mr. George H. Day will leave England for home on August 10th.

The five miles bicycle L.A.W. championship will be decided at the N. Y. State meet.

Another team.—F. F. Ives, Meriden, and W. A. Rhodes, Dorchester. The Victor team.

C. K. Alley, Ex-Treasurer of the N. Y. State Division has been appointed a Representative.

"Talk is cheap."—Proverb. Not at a League meeting, however, when the stenographer is getting \$5 per hour.

A two miles handicap, decided at Crystal Palace on July 15th, was won by E. Hale, from scratch, in the fast time of 5m. 36 1-5s.

Says Daisy, in *The Cycle*: "I am a convert to the handle bar steering tricycle." We are glad that Daisy has "got religion" at last.

Our esteemed contemporary, the *Bicycling World*, agrees with us that the entire staff of the *Bi. News* is suffering from indigestion.

Mr. John S. Brooks, of Blossburg, Pa., has retired from the path. The path is doing as well as could be expected under the circumstances.

A meeting of Kansas wheelmen has been called for September 22-23, at Junction City. The object is to organize a Kansas L. A. W. State Division.

The programmes for the Fall tournaments have been announced, and now is the time for "coming men" to be discovered in every town in the Union.

"Two things to avoid as much as possible. Sunday riding and riding on sidewalks."—*Vermont Bicycle*. Will somebody oblige us by sticking a long pin into this Rip Van Winkle.

Our esteemed contemporary, the *Philadelphia Times*, says that among the party of Englishmen who will visit us this fall will be Twimval. Translated into pure American this means Furnivall.

While riding through Saugus, last week, Arthur R. Hill, of Salem, collided so forcibly with a team that horse and bicyclist went down. The cyclist escaped injury, but the machine was ruined. Moral.—It doesn't pay to collide with teams.

We have received from George Chinn, of Beverly, Mass., a copy of "The Wheelman's Hand-Book of Essex County, Mass." It is a revised and enlarged edition of the book; is handsomely printed and well worth the twenty cents asked for it.

"A Northampton man has invented a new cyclists' whistle, which he guarantees will produce a more fiendish noise than anything of the kind yet placed upon the market." What a glorious opportunity for a lynching party, or a tar-and-feather brigade.

An esteemed contemporary says: Henry Sturmey, a practical bicyclist, ect." This reminds us of a sign we once saw, viz.: "John Gasmeter, practical plumber," which we thought superfluous, the practicability of the plumber, especially when it comes to making out the bill, being admitted by every intelligent householder.

In connection with the dissertation on the Springfield medals which appears in another column, we learn that the Irving challenge cup, recently presented by Henry Irving, who certainly will not be accused of dishonesty, has been found to be worth but one-third of its advertised value. Probably the *Bi. News* might look at home for material for its sermons.

On Thursday afternoon July 29th, Charles A. Stenken, of the Hudson Co. Wheelman, climbed up Eagle Rock Hill, from the willow tree at the base to the summit. On his first attempt he succeeded in passing the "stone-crusher," but the second trial resulted in a complete success. The feat was witnessed by Messrs. Wm. Clements, W. P. Smith and Alex. Ebert.

Says our esteemed contemporary, the *Philadelphia Times*: "An effort will be made towards inducing the N. C. U. of England to grant those racing men who visit this country, next September, permission to race in the *pre-mature* classes." We think the writer of this properly belongs to the "premature" or early class. He is very unwise to waste his time penning trashy wheel notes.

Karl Kron's characteristic letter in the *Bulletin*, on the Orange bell and lamp carrying ordinance, seems to have created quite a breeze. The President of the Wanderers published a letter in the last issue of *The Cycle*, in which he punches up Karl generally. While he is probably in the best position to know and to discuss the question, it is very petty business to divulge Karl Kron's real name, when that gentleman especially desires to be known by this *nom de plume* only.

For the first time since August 1873, when the first bicyclist entered Ripley, has a cyclist met with a fatal accident, although some 12000 cyclists have passed over it every year. On July 18th, Mr. Pausey a cycle maker, was riding towards London about 11 a. m., when he was overcome by the sun. His muscles became rigid but he still kept hold of the handles, and finally fell over, striking on his head and fracturing his skull.

Some good racing, resulting in one case in a new record, was seen at Alexandria Park on July 15th. The two miles tricycle handicap fell to George Gatehouse, who rode from scratch in 5m. 57 4-5s., beating record by 1-5 seconds. The three miles invitation race was won by Furnivall, after a great struggle on the last lap with Osmond and Fenlon, a yard only dividing the men at the finish. Time, 9m. The three miles tandem race fell to F. J. Osmond and S. E. Williams; time, 8m. 58 1-5s.

Sixty times or more have we read that Barton Keene, of the Un. of Pennsylvania, who recently lowered the two-miles college record by sixteen seconds, had gone to Europe to beat the English collegians. As Barton left early in June, and has not yet beaten the English or any other collegians, it is doubtful if he left our shores with any such fell purpose, and as Barton has ridden his two miles in but six minutes, he would display Baconian wisdom in letting the English collegians severely alone.

As a practical illustration of the superior application of power, and easier style of foot and leg motion on the Star, we will mention that McCurdy, immediately after doing 280 miles on the Star, ran easily up a long flight of stairs, while after his attempts on the crank machine last year, and riding a much less distance, he was unable to walk up stairs unaided for a number of days. This shows conclusively that the imaginary disadvantage of having to "lift the legs" on a Star is practically an advantage, and easier on the rider.—*Bicycling World*.

The *Bicycling News*, which is peculiarly fortunate to have the services of G. More, publishes weekly two pages of cartoons, giving cuts of the principal events of the week. The issue of July 23d contains sixteen cuts of scenes of the twenty-five miles championship, and seven cuts of episodes on Mill's recent record ride. These cartoons are the best thing, in their way, we have ever seen; in connection with a cycling paper, of course.

THE WHEEL

No purchaser can afford to miss applying for the last edition of our 50-page Catalog, (printed in July,) which contains many recent testimonials regarding the Cycles, manufactured by

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GORMULLY & JEFFERY, CHICAGO, ILLS.

INDIANAPOLIS, IND., July 17, 1886.

Gentlemen:—I have the pleasure to inform you that my "CHAMPION" and I have to-day covered the following distances in the following time, viz.: 20 miles in 1h. 15m. 3s.; 25 miles in 1h. 42m. 2s.; 51 miles in 3h. 52s.; straightaway, on a hilly road and with a bad head wind. Messrs. Gleason and Hutts of Tipton, Wainwright and Allen of Nobbsville, and Wilson and Huess of Greenfield, acting as timers. The hundred miles were made in 9h. 10m. I believe that these records have never been touched by a heavy rider, and you understand that the route was 50 miles long, not around a 10-mile stretch of perfect road.

Respectfully yours,

E. H. WILCOX.

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

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North American Review and The Wheel	-	-	5.00

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Harper's Young People and The Wheel	2.00
Outing and The Wheel	3.00
Century and The Wheel	4.00
Texas Siftings and The Wheel	4.00
Atlantic Monthly and The Wheel	4.00
Harpers's Magazine and The Wheel	4.00
Harper's Weekly and The Wheel	4.00
Harper's Bazar and The Wheel	4.00
Puck and The Wheel	5.00
Princeton Review and The Wheel	3.00
Eclectic Magazine and The Wheel	5.00
Frank Leslie's Illus. Paper and The Wheel	4.00
Frank Leslie's Sunday Mag. and Wheel	2.50
Frank Leslie's Pop. Monthly and Wheel	3.00
Appleton's Pop. Sci. Monthly and Wheel	5.00
North American Review and The Wheel	5.00

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

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

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

Our New Jersey contemporary, *Recreation*, takes unkindly to our "Journalistic Spleen," and replies to the same in its last issue. We are informed that *Recreation* is edited by an editorial board of three, who have had eight, twelve and seventeen years experience, respectively, in newspaper work. We think this adds but little to the reputation of the gentlemen. For our part, we could not be persuaded to take the joint editorship of a petty cycling journal, had we half the experience of any one member of this editorial board. But then, experience is not everything. We wonder if the paragraph quoted below is the joint production of thirty-seven years of newspaper experience. The last sentence is simply inscrutable. We quail before it:

"So long as the League have no rules defying what constitutes a racing costume—and we do not think there are any such—the League as a League have nothing to say if a man enters a race clad in a straw helmet and hose supporters. There are other things that look rather arbitrary as well as some things."

THAT MAIL VOTE.

We have received from the Secretary-Editor of the League a neat pamphlet, which will be sent to every member of the National Board, in which is fully explained the character of the changes upon which they are called to vote. The polls will close at noon on August 28th. Mail vote number two, which asks the League to withdraw from the management of racing, will doubtless receive little support, but mail vote number one, which deals with the liberalization of the amateur distinction, is worthy of the careful consideration of every member of the Board. As it stands however, it is too radical and will not be carried. The amateur definition proposed to be substituted for the old one should be adopted. We present both definitions.

AS AT PRESENT.	AS PROPOSED.
Section 4.—An amateur is one who has never engaged in, nor assisted in, nor taught any recognized athletic exercise for money or other remuneration, nor knowingly competed with or against a professional for a prize of any description.	Section 4.—An amateur is any person who has never raced nor exhibited his skill for a public nor private stake, or purse, nor for gate money, nor competed under a false name, or has backed or allowed himself to be backed in a public race.

It seems scarcely necessary to point out the superiority of the proposed definition. But we are not so sure as to the wisdom of abolishing Rule H, which reads as follows:

H. No competitor in amateur events shall accept from his own club, or from a club or any person promoting sports at which he competes, or from any cycle manufactures, or from any such source, any payment for his expenses, under penalty of suspension from the track for a time at the discretion of the Board.

This was fully discussed in our editorial of last week, but we would briefly state that the words "his own club, or from a club promoting sports" might well be stricken out. The question as to whether the men who failed to get their certificates signed should be reinstated is an open one, but in our opinion, leniency over first offences should ever be the watchword of all governing bodies. It seems to us that neither of the amendments will prevail, because the good points are negatived by the bad ones. If it should prove true that the Amendments have been illegally called, as a reliable correspondent informs us, it might be a good plan to reorganize amendment number one, in accordance with our suggestions.

In this issue we present a map of the League Tour, with a prospectus of the same, received from Tourmaster Ayers. The attractions of the tour are depicted in graphic style, and to those who can spare the time and money, it should prove irresistible.

In another column we publish an open letter from Mr. Ducker. It is to be regretted that a man of Mr. Ducker's position should display such an utter lack of good form as to circulate such a document, the style of which

has hitherto been monopolized by fifth-rate prize fighters. We hope Mr. Bassett will enjoy his position as referee.

START OF THE CLERICAL TOURISTS.

Over twenty clergymen of various denominations, and from various parts of the Union, left this city last Monday, on their annual tour. The start was made from the Citizen's new club house in 60th Street. Shortly after noon the tourists began to arrive, and by three o'clock, the elegant parlors were comfortably filled with the members of the party and some dozen club men, who had come to see them off. Shortly before four o'clock, the tourists filed across Sixtieth Street to the Boulevard, mounted their wheels, and disappeared in the Park. They were accompanied by an advance guard of the Citizen's, who piloted them to Yonkers. The line was captained by Captain Smith. A notable figure was Karl Kron who had come out to give the tourists a send off. Among others present were, Messrs. Clapp, Ford, and the Rev. T. McKee Brown, the clerical member of the Citizens. The Clerical party is made up of the following gentlemen:

- Rev. J. P. McCurdy, D. D., South Presbyterian Church, Philadelphia. Editor of the *Observer*.
- Rev. William Pittinger, Presbyterian Church, Haddonfield, N. J. Author of "Daring and Suffering," "Oratory," "Capturing a Locomotive."
- Rev. L. M. Kumler, Presbyterian Church, Berwick, Pa.
- Rev. Chas. E. Fessenden, Protestant Episcopal Church, Summit Hill, Pa.
- Rev. J. O. Critchlow, Baptist Church, Uniontown, Pa.
- Rev. Sylvanus Stall, St. John's Lutheran Church, Lancaster, Pa. Author of "How to Pay Church Debts." Editor "Stall's Lutheran Year-Book."
- Rev. C. S. Cunningham, New York City.
- Prof. G. F. Nicolassen, Ph. D., Clarksville, Tenn. Prof. of Ancient Languages in Southwestern Presbyterian University.
- Dr. R. R. Underwood, D. D. S., Lancaster, Pa.
- Mr. M. L. Hanna, New Castle, Pa., Jeweler.
- * Rev. J. H. Watson, Protestant Episcopal Church, Hartford, Conn.
- * Rev. R. E. Campbell, Presbyterian Church, Florida, N. Y.
- * Rev. Henry T. Scroll, Presbyterian Church, East Springfield, N. Y.
- * Rev. W. P. Evans, First English Lutheran Church, Columbia, Pa.
- * Mr. Elliott Mason, 12 Warren St., N. Y. City, Superintendent of New York Branch of Pope Manufacturing Company Salesrooms.
- * Mr. F. J. Schwartz, Poughkeepsie, N. Y., Drug-gist.
- * Mr. G. L. Sterling, Poughkeepsie, N. Y., Merchant.
- * And Four Members of Citizens' Bicycle Club, of New York City.

* Partial Tourists.

Two of the tourists, Rev. W. S. Winans, Methodist Episcopal Church, Katonah, N. Y., and Rev. Howard H. Russell, Congregational Church, Oberlin, Ohio are expected to join the party later on the tour. Mr. and Mrs. Kitchell, of Perth Amboy, are expected to join the party at Poughkeepsie, and "do" the entire tour on a tandem. The tourists used ordinary machines with three exceptions, which were a Star, a Facile, and a Marlboro Club tri-cycle. The tourists remained at Yonkers on Monday night. The tour will end on August 14, at Howe's Cave, N. Y. During the ten days, it is expected that 334 miles will be covered.

THE L. A. W. ANNUAL TOUR.

Burley B. Ayers, Chicago, Tourmaster.
George R. Bidwell, New York, Chief Marshal.
Dr. W. G. Kendall, Boston, Marshal Eastern Div.
W. S. Bull, Buffalo, Marshal Middle Div.
W. G. E. Pierce, Chicago, Marshal Western Div.
H. S. Owens, Washington, Marshal Southern Div.
Edwin Oliver, Chicago, Secretary.
Fred Jenkins, New York, Chief Quartermaster.
Harry D. Corey, Boston, General Agent.
H. F. Fuller, Chicago, Photographer.
Frank H. Taylor, Round Island, Artist.
L. J. Bates, Lansing, Historian.

ROADMASTERS:

Chas. W. Adams, Buffalo, Niagara Falls to Avon.
Fred. B. Graves, Rochester, Avon to Canandaigua.
Dr. A. G. Coleman, Canandaigua, Canandaigua to Watkins Glen.
Gerry Jones, Binghamton, Watkins Glen to Ithaca.
Dr. N. B. Schmidt, Woodstock, Va., Shenandoah Valley.

Route of the annual tour this year is selected for its combination of perfection. Nothing is left to be desired in the way of road, scenery, enjoyment and comfort. The experience of three great bicycle tours in the "Big Four" series is thrown together in this event, to make it excellent. Prevailing winds and cool currents of New York blow favorably, and water courses sloping downward to the sea shape the general direction. Roads leading by green pastures and through great cities. Breaks in wheel-travel occur at proper intervals, where steamboating on a lake, or quick portage by rail in a Pullman palace car, will help the party to walk large and see great. A week of touring among Northern beauties finds a sudden contrast in the grand ocean voyage from New York to Virginia. One night and a day on the Atlantic will acclimatize the mind and body to the southern magnificence of old Virginia scenes, and make preparation for the one-hundred mile rush down the Alleghany gorges of the Shenandoah Valley. Beautiful as the gems of Switzerland lie the clear, deep lakelets of Central New York along the cycle route, while cloudward in majesty tower the Shenandoah giants over the glistening thread of macadam from the Natural Bridge to the Potomac. Black and white contrasts are daily planned, that each sun's journey may show a different and stronger phase, illustrating the choicest glories of picturesque America. To the rail tourist, many of these scenes have been familiar, but not all. It is vouchsafed to the bicycle to string these scenic jewels on a macadam thread, and take them all in, in a two-week's grand spin, penetrating where rail, coach or boat alone could not convey. Not alone as a superb junket should this tour be taken. Every mile is replete with history, romance and beauty, too full for casual comprehension. The exponents of history in the respective sections unroll deep stores of lore, which, if taken link by link in the wheel to the sea, will furnish valuable memories in the physical geography of an old and grand country.

THE COMMENCEMENT.

Trains from the West will fetch up at Niagara Falls September 5th Sunday, and enable the tourists to spend a quiet day *sans* wheel in shadow of the mighty cataract. Previous days will have been spent in Buffalo in attendance upon annual meeting of the New York State Division L. A. W., and adjournment to Niagara will be made over Sunday. International Hotel will be headquarters at Niagara. Sunday evening train

will be taken to Buffalo, arriving in time for supper at the Genesee Hotel, which will be headquarters for night. Tourists unable to arrive in time to visit Niagara will centre at the Genesee upon arrival in Buffalo either Sunday evening or Monday morning.

START.

Promptly at nine o'clock Monday morning, September 6th, the line will start from in front of the Genesee Hotel, precisely as the Big Four started a year ago. Forming after the method then adopted, respectively, Eastern, Middle, Western and Southern Divisions, it will lead off in this order. The lead will alternate each day, so that each Division may have its turn in the front. In the rear will bring up the baggage and passenger coaches, porters and drivers. Before arrival at noon or night stations, each Division will separate at least half a mile apart on the road, in order that the first Division may get properly disposed of before the next arrives. Baggage may be handed in to hotel offices each evening on arrival, and will be then at disposal of owners. Prompt arrival of baggage wagons will be assured, so no waits may be expected. Each tourist will find his registry at hotel upon arrival, and he need but glance at same to find his room. In the Pullman sleeping cars the same registry will be found, and also on board steamship—all done in advance.

BAGGAGE.

There need be no close management as to what shall be taken along or worn. Each cyclist can take what he desires in the way of wearing apparel, as long as the same can be got into one package or valise. There will be no baggage or articles taken on wheel. Ample accommodation for transportation of baggage is provided, with paid porters and attendants, whose duty it will be to see that the promptest service is rendered. As this tour may differ from previous ones in the numerous opportunities presented for the wearing of holiday apparel, it is suggested that suits for touring and suits for other wear be brought along—all bicycle costumes. At the many elegant resorts and aboard steamers the other clothes will be requisite.

TOUR UNIFORM.

The regulation uniform of the League is desired. In addition will be worn the fatigue seersucker blouse, just adopted by the League. The Big Four straw hat will be regulation head-gear. The seersucker fatigue blouse cannot be too strongly recommended for warm weather on account of convenience, comfort and tidy appearance. It costs five dollars of the League tailors, to order, or can be bought ready-made in any furnishing goods store for less. Divisions will be distinguished by members wearing L. A. W. purple badges, with the red, white, blue and yellow, respectively, of the Eastern, Middle, Western and Southern Divisions.

ENTERTAINMENTS.

There are many incidental entertainments provided en route, mention of which will not be made on the program. There will be two formal receptions, one at Watkins Glen, and the other at Luray Inn, programs for which will be issued.

PASSENGER COACH.

Following in the rear line will be a large and comfortable coach to convey any tourist

who may feel indisposed to continue the journey a wheel. With the perfectly adjusted daily mileage, this carriage will not be used to any extent on account of disability, but accidents to wheels may happen.

THE PARTY.

All wheelmen acceptable to the Marshals of the L. A. W. are eligible to membership in the tour up to the limited number. Ample accommodation has been provided for seventy-five persons, each person to receive detailed accommodations, and separate attendance and rooms. Many names have been placed upon the roll of applications, and during the last ten days of August, coupon tickets will be issued and sold to these wheelmen. Purchase of these tickets will at once entitle to membership in the tour, and an assignment to the rooming and other accommodations throughout the program. The coupon tickets will cover all bills en route, including transportation. Quartering of tourists will be together in respective Divisions; and where it will be necessary to use private houses, as will be the case in Virginia, Divisions will be placed together as much as possible. Assignment of all accommodations having been made in advance by number up to the seventy-five limit; tourists buying tickets are assigned to a number, and will be so identified.

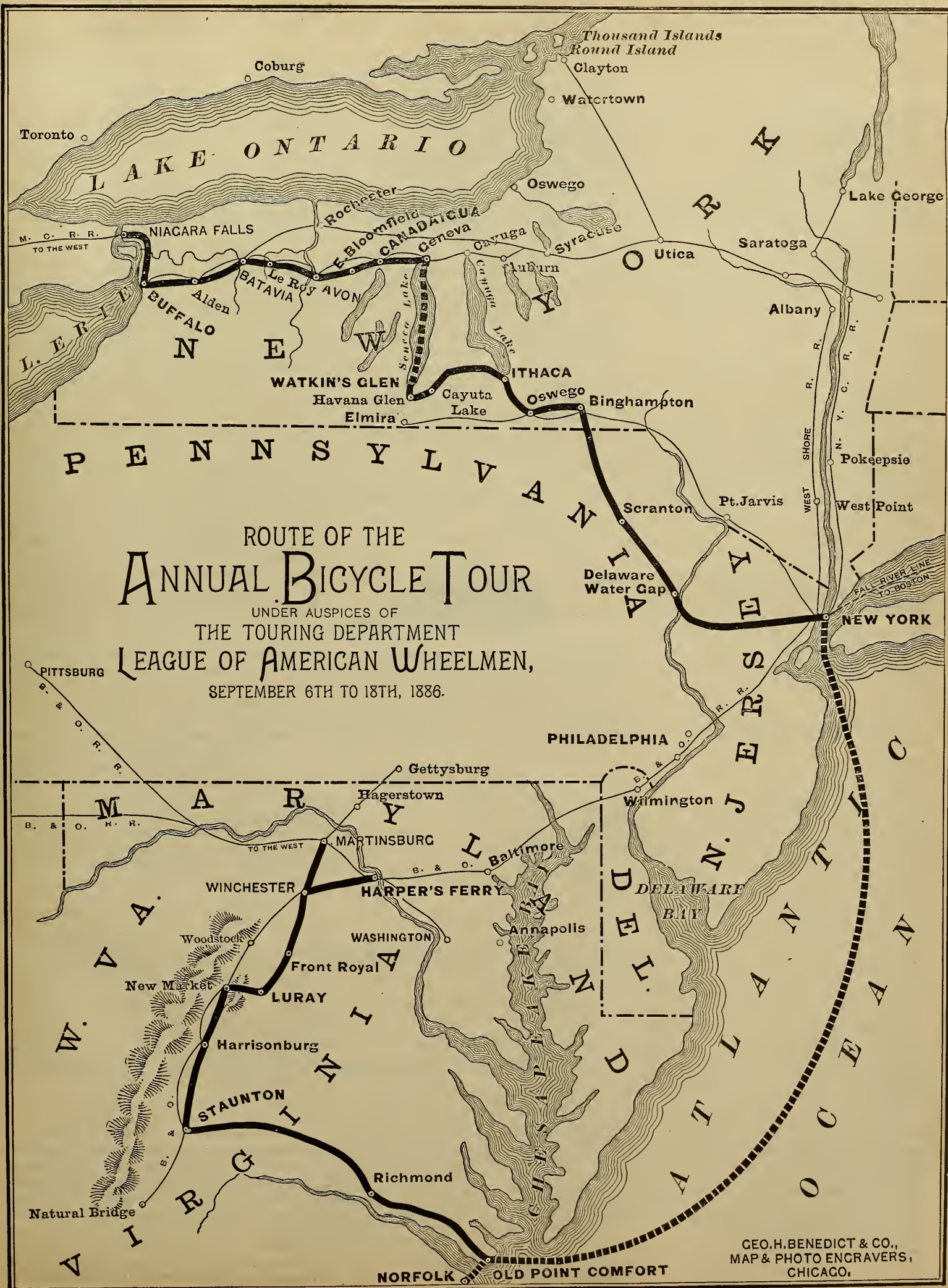
EXPENSES.

Coupon tickets covering the expenses of the tour, hotel and transportation, from the start at Buffalo to the finish at Martinsburg or Harpers Ferry, will be sold at \$50. Tickets for either the first half of tour—Buffalo to New York, or the second half, New York to Harpers Ferry—can be had at pro rata rate. To this must be added the cost of rail transportation to get to Buffalo and get back again from Martinsburg or Harpers Ferry. Reduced fare to and from these points is arranged for and can be secured by applying to marshals of divisions. The marshals have charge of making up parties in their divisions, and to them correspondence relative to joining should be addressed. A complete description of the tour, with full particulars of organization, will appear in the *L. A. W. Bulletin* from time to time. Before starting, a complete time table and list of members of the tour will be made out and passed to each tourist. Correspondence invited.

BURLEY B. AYERS, Tourmaster.

Wheeling has all along been in favor of fair dealing towards America, Americans, and American records, and on behalf of British cyclists generally we protest against the ungenerous and unsportsmanlike sneers which are directed by a section of our Press against every fine performance of American riders. We refuse to believe that if Speechly can do 2m. 34 4-5s. on the Crystal Palace track, it is impossible for Hendee to do 2m. 34s. on the finest track in the world, viz., Springfield—and disbelieving this we are patriotic enough to feel confidence that Speechly would nevertheless beat Hendee if the men met. But to argue as some do, that because "it's American, you know," it must be untrue, is an insult to the American wheel world and sporting press, which we, and we trust all readers of *Wheeling*, have nothing but contempt for.—*Wheeling*.

THE WHEEL



The Route.

Niagara Falls and Vicinity.
International Hotel.
Ar. from Chicago and
the West, Sept. 5th, 1886
M. C. R. R.

MONDAY, SEPT. 6TH.
Lv. Buffalo, 9 A. M.
(Genesee Hotel.)
Lancaster.
Alden, 23 miles, dinner.)
Darien.
Batavia, 42 miles.

TUESDAY, SEPT. 7TH.
Lv. Batavia, 10:30 A. M.
Stafford.
Le Roy, 10 miles, dinner.
Caledonia.
Avon, 29 miles.

WEDNESDAY, SEPT. 8TH.
Lv. Avon, 9 A. M.
E. Avon.
Lima.
W. Bloomfield.
E. Bloomfield.
Canandaigua, 21 miles.
Canandaigua Lake.

THURSDAY, SEPT. 9TH.
Lv. Canandaigua, 9 A. M.
Geneva, 22 miles.
Seneca Lake.
(Steamer.)
Dinner on board.
Watkins Glen.

FRIDAY, SEPT. 10TH.
Lv. Watkins Glen, 10 A. M.
Havana Glen.
Cayuta Lake, 10 miles, (dinner.)
Perryville.
Ithaca, 31 miles.
Aboard night train.
(Pullman sleeping cars.)
For New York.

SATURDAY, SEPT. 11TH.
Ar. New York, morning.
Wheels to Old Dominion Dock.
Grand Union Hotel.
Lv. New York, 3 P. M.
O. D. Steamship, "Guyandotte."

SUNDAY, SEPT. 12TH.
Atlantic Ocean.
Ar. Old Point Comfort, evening.
Hygeia Hotel.

MONDAY, SEPT. 13TH.
Norfolk and Vicinity.
Hampton Roads.
Lv. Old Point Comfort, 3:25 P. M.
Chesapeake & Ohio Ry.
Ar. Richmond, 6:15 P. M., (supper.)
Ar. Staunton, Va.

TUESDAY, SEPT. 14TH.
Lv. Staunton, 10:30 A. M.
Mt. Sydney.
Mt. Crawford.
Ar. Harrisonburg, 25 miles, 3 P. M.

WEDNESDAY, SEPT. 15TH.
Lv. Harrisonburg, 9 A. M.
New Market, 19 miles, (dinner.)
Mountain Climb to
Luray Caverns.
Luray Inn, 36 miles.

THURSDAY, SEPT. 16TH.
Luray Inn and Caves.

FRIDAY, SEPT. 17TH.
Lv. Luray, 8 A. M.
Millford.
Front Royal, 25 miles, (dinner.)
Stony Point.
Newtown.
Bartonville.
Kernstown.
Winchester, 45 miles.

SATURDAY, SEPT. 18TH.
Lv. Winchester, 9 A. M.
(Branch off to Martinsburg.)
Berryville.
Ford two streams.
Charlestown, 23 miles, (dinner.)
Ford one stream.
Harpers Ferry, 31 miles.
Lv. Harpers Ferry, 11:50 night, B. & O.
Ar. Chicago, Monday A. M.
Lv. Harpers Ferry, 4:20 A. M., B. & O.
Ar. New York, Sunday P. M.

AN OPEN LETTER.

SPRINGFIELD, MASS., July 30, 1886.
To N. MALON BECKWITH, ESQ.,
President L. A. W.

Whereas, a letter written by you has appeared in print, stating that my removal from the office of Chief Consul, Massachusetts Division, L. A. W., was due to pressure from prominent wheelmen in this State, I wish to take exceptions to the above statement, and I challenge you to produce letters from three prominent wheelmen in Massachusetts to that effect, said letters to be sent to Abbot Bassett (not for publication), by whose decision I will abide. Furthermore, I doubt your statement that Mr. Herbert W. Hayes was favorably mentioned for Chief Consul by the Massachusetts Division members, than by those who signed a paper when you announced my resignation (which I never gave), asking that Mr. Hayes be appointed. I also challenge you on the same conditions as above, to produce three letters from persons in Massachusetts requesting the appointment. Having made your statements boldly, now submit the proof, and assist in dispelling the doubts that exists in the minds of so many as to the truth of your assertions.

Yours truly,
HENRY E. DUCKER,
(under suspension.) Chief Consul Mass.

THE NEW YORK STATE DIVISION MEET.

COMMITTEES.

General Committee of Arrangements—Dr. C. S. Butler, Chairman; C. F. Hotchkiss, W. S. Bull, C. W. Adams, John R. Williams.

Sub-Committees: Entertainment—Dr. C. S. Butler, Chairman; John B. Newman, C. P. Churchill, A. C. Richardson, J. O. Monroe.

Races and Runs—C. F. Hotchkiss, Chairman; J. H. Otterstatter, R. C. Chapin, W. K. Jackson, C. G. Gethang.

Transportation—W. S. Bull, Chairman; George Dakin, C. Bidwell, J. J. Ehrlich, A. R. Georger.

Programme—W. S. Bull, Chairman; F. J. Shepard, W. M. Ramsdell, L. Hauenstein, R. W. Rummell.

Printing and Advertising—Charles W. Adams, Chairman; George W. Courter, B. D. Bagley, F. G. Hunt, A. C. Spann.

Reception—John R. Williams, Chairman; F. M. Brinker, R. B. Hoffman, O. W. Volger, I. B. Clark.

PROGRAMME.

Friday, 3d—Morning—Business meeting.
Friday, 3d—Afternoon and evening—Runs about the city, over 30 miles of asphalt unexcelled, and 20 miles of park roads; sublime. Refreshments at the Club House.

Saturday, 4th—Morning—Grand Parade.
Saturday, 4th—Afternoon—Races at the Driving Park.

Saturday evening—Grand competitive drill, trick-mule bicycle, concert and hop.

Sunday, 5th—Numerous out-of-town all day runs.

Monday, 6th—League tour starts for two weeks' trip to Harper's Ferry.

The following is the programme of races: One Mile Novice—Open. For wheels weighing not less than 35 pounds. One mile—Open to all amateurs. Three Mile Handicap—Open to all amateurs—New York State Championship—One-half mile. Championship City of Buffalo—One-mile, New York State Championship—Two mile. One Mile—3.10 class. L. A. W. Championship—Five mile. New York State Championship—One mile tricycle. Consolation Race—One mile. Entrance fee, \$1.00 for each event; closing September 1st. Address entries to J. H. Otterstatter, No. 22 White Building, Buffalo, N. Y.

NOMINAL DAMAGES.

Editor of THE WHEEL:—Much as I dislike the editor of the *Tribune*, I recognize the right he has to sign his name "Whitelaw Reid," and, if I ever had occasion to denounce him in print, I should not belittle the force of what I said by calling him "Jacob W. Reid," as some of his shallow-pated opponents delight in doing. Similarly, if any of the noble army of numskulls who used to prattle through the *Tribune* against "Stephen G. Cleveland" think their attacks would have had any less force, if decently directed against Grover a Cleveland." I am sure they are mistaken.

The "bearings" of all this may be shown by the application which I make to the case of a man, who yesterday used one of the Boston cycling papers as a medium for my family name five times within a six-inch space, merely to annoy me, because of my expressed preference that I be known in public, only by the trade-mark under which I have worked for three years as a prospective publisher—"Karl Kron"—a name which all wheelmen have invariably used in writing to me, or in speaking to me, since the pioneer days of '9.

I have written to the paper in question, requesting the kind suppression of all such attempts which may be made in future to interfere with the repose of my private life, and, if my letter is printed, those readers of the WHEEL who are desirous to know why I dislike any notoriety, which is not a necessary condition of my selling 30,000 copies of "X. M. Miles on a Bi," will find the reasons there given in detail. The editor of the *Bulletin* says that he has foiled more than one attempt to offend me in this way; and I trust that all other well-disposed controllers of printing presses will be equally considerate in refusing to let them proclaim me, except by the style and title which I use for "business."

Perhaps I ought to add that the man who has thus strangely "attacked from the rear," is the same individual who, some time ago, proclaimed, in his official capacity as President of a local cycling club, that it is "perfectly proper" to enact illegal local ordinances, threatening to "fine and imprison" any citizen of the United States who may attempt to drive a bicycle through New Jersey "without bell or lantern."

KARL KRON.

WASHINGTON SQUARE, N. Y., July 31st.

[We take pleasure in publishing Karl Kron's letter. Before we had received it, we had already criticised the publication of Karl's real name. We all of us have our hobbies, from the man who won't take milk in his tea, to him who prefers to sink his family name into obscurity. However foolish our little picadilloes may appear to others, any attempt to frustrate or curtail them causes us real suffering.]

In the last issue of the *Bulletin* appears an editorial after our own heart. It calls attention to the fact that the day of grand national meets is passed, but that on the contrary, the State Division meets are better attended and more enjoyable. We have always claimed that the great work should be done by the State Divisions, and that the National Meet should be absolutely or at least subordinated to the Division fixtures.

THE WHEEL.

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TANDEMS.

(HUMBER TYPE.)

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

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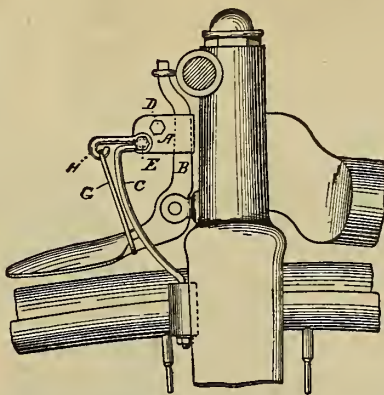
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Foote's Anti-Header.



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

\$1.50, Post Paid.

OVERMAN WHEEL CO.,

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RUDGE RACERS.

Attention Racing Men.

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

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

STODDARD, LOVERING & CO.,

152 to 158 Congress St., Boston.

BARGAINS!!

SECOND HAND CYCLES in great variety at VERY ATTRACTIVE PRICES. All sizes, makes and finishes. Enclose stamp for particulars, stating wants. Machines bought, sold on commission (10 per cent.), or exchanged. New wheels if desired. Correspondence solicited.

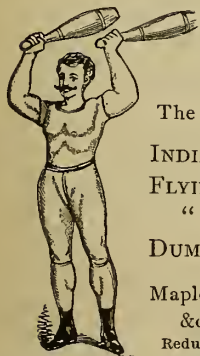
NEW YORK BICYCLE AGENCY,
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FOR SALE.—53-inch Harvard Special, at about half price; perfect order, nickel and enamel.
EDWARD C. SMITH, 219 Washington Ave., Brooklyn

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

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

EDW. C. GRAY, P. O. Lock Box 16,
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BORNSTEIN,
King of Clubs!

The Only Man in the City who sells

INDIAN CLUBS, any size, \$1 per pr

FLYING TRAPEZE, " \$1 each.

" RINGS, " \$1 pr pair

DUMB BELLS, any weight, 5c. pr lb

Maple Wood Dumb Bells, Wands,

&c. for Calisthenic Exercises.

Reduction made to Schools & Gymnasiums.

Salesroom, 17 Ann Street, New York.

ONLY \$4.00 ONLY \$4.00

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

PUNETT, Merchant Tailor,
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BOSTON SPORTING SHOES.

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

TREMENDOUS SLAUGHTER IN

Bicycle Hose.

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

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Near 8th Ave. and Entrance to Central Park.

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COLUMBIA CYCLES

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American and English Sundries.

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

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

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

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

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

Send for my catalogues, terms, etc.

MY INSTALLMENT PLAN.

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

GEO. R. BIDWELL,

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

MISCELLANEOUS.

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

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

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

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

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

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



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

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PRICE 20 CTS.
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THIRD ANNUAL RACE-MEETING OF THE Weedsport Bicycle Club.

WEEDSPORT DRIVING PARK, AUGUST 19, 1886.

Half Mile Track.

1. ONE-HALF MILE NOVICE.—First prize, L. A. W. pin; second prize, silver and gold napkin ring.
2. ONE MILE OPEN.—First prize, gold medal; second prize, silver handled umbrella.
3. ONE-HALF MILE BOYS' RACE.—First prize, silver cup; second prize, silver napkin ring.
4. ONE MILE, 3.20 CLASS.—First prize, gold ring; second prize, gold and silver toothpick holder.
5. ONE MILE TRICYCLE.—First prize, King of the Road lamp; second prize, silver cup.
6. 100 YARDS, SLOW RACE.—First prize, silver headed cane; second prize, gold and silver ash receiver.
7. ONE MILE CLUB, HANDICAP.—First prize, club medal; second prize, dressing case.
8. ONE MILE CENTRAL NEW YORK CHAMPIONSHIP.—Prize, gold medal.
9. ONE-HALF MILE, HANDS OFF.—First prize, individual castor; second prize, silver goblet.
10. ONE MILE RIDE AND RUN.—First prize silver ice pitcher; second prize, silver shaving mug.
11. THREE MILE LAP RACE. (L. A. W. Members only.)—First prize, silver bicycle prize cup; second prize, case nut-picks and cracks.
12. ONE-HALF MILE TIME RACE, TIME 1.40.—First prize, bicycle clock; second prize, silver fruit knife.
13. ONE MILE CONSOLATION.—First prize, bicycle watch charm; second prize, meerscham cigar holder; third prize, cigar case.

Races commence promptly at 2.30 p. m., and will be run under L. A. W. rules. The Central New York Championship race will be open to wheelmen residing between Utica and Rochester. Entrance fee Fifty Cents for each event. Entries close August 17th, and must be made to the undersigned. For further particulars address,

H. E. RHEUBOTTOM, SEC'Y.
Weedsport, N. Y.

BICYCLE MEDALS.

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LAWN TENNIS MEDALS.

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Silver Fly-Back

TWENTY DOLLARS!

For the latest, lowest priced and one of the best

CHRONOGRAPH * WATCHES. *

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Silver, Open Face Stem Winder and Stem Setter.

START, STOP and FLY-BACK.

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NEW ROAD BOOK.

Just issued, third edition of the WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS. Thoroughly revised and enlarged. All essential information for the wheelman or general tourist, concerning objects of interest, hotels, repair places, cycling clubs, Consuls, etc., and ROAD ROUTES WITH DISTANCES AND CONDITIONS OF ROADS to every place in the county and vicinity. Also sketch of the League of Essex County Wheelmen, and the only complete catalogue of Wheel Literature ever published, embracing all cycling periodicals published in the English language, and every publication connected with the sport ever produced in America.

Price, 20 cents, by mail, postpaid. Old editions (supply limited,) 3 cents.

GEORGE CHINN, Publisher,

BEVERLY, MASS.

Mention THE WHEEL.

T. HUNT STERRY,

Importer and Dealer.

Machines Repaired, Machines Hired.

SEND FOR PRICE LIST.

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THEOPHILUS WOBBLE'S

Trip around the World on a Bicycle.

ILLUSTRATED.

Commenced in Texas Siftings,

JULY 3d, 1886.

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METHOD OF APPLYING.

If not, your troubles have been doubled.

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

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

Price, 25 cents per roll.

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Oraton Hall,

NEWARK, N. J.

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

STRANGE REVELATIONS!

THE REAL VALUE OF THE SPRINGFIELD PRIZES.

For some time we have had our suspicions as to the value of the prizes won by the English riders at the American Tournament at Springfield, Mass., last autumn; we have refrained, however, from mentioning the matter in our pages. But this week a crisis has been reached—Mr. Furnivall's "trophies" have been discovered to be made of base metal, and Mr. Engleheart has declared to a representative of the staff of "Bicycling News" that his \$50 Springfield gold medal is only worth seventy shillings, and that his \$10 Hartford medal is not worth five shillings. Mr. Engleheart, moreover, has not been able to get his gold medal for breaking the safety record. We have other revelations in hand which will appear in due course. The following communication comes from a source which renders its accuracy beyond doubt. We reprint our correspondent's statement *verbatim*:—"I was walking up Goswell Road the other morning when I found myself passing the establishment of Mr. R. T. Bowman, the maker of the International Challenge Shield, and the donor of the beautiful City Challenge Cup, which Furnivall added to his collection last Saturday. Not having had the opportunity of congratulating Mr. Bowman upon his work and his generosity, I strolled in, introduced myself to Mr. Bowman, junior, and commenced to talk about Saturday, Furnivall, challenge shields and cups and other matters, and again admired the City cup, which he had there to engrave Furnivall's name upon. The question of American prizes cropped up, and then Mr. Bowman informed me that Furnivall had also sent his two Springfield prize cups to be engraved, and on my expressing a wish to see them, produced them. No. 1 I found was the reward of winning a five miles bicycle race at Springfield, and is a heavy, handsome piece of plate standing about 20 in. high and about 9 in. in its broadest part. It is urn-shaped, with an elaborate cover, on which a man is depicted standing beside a bicycle, and this cover is really very nice. The foot is not large, but quite plain. No. 2 is the same sort of thing but was given as first prize in a tricycle race, and therefore has a tricycle in the place of a bicycle, and the foot consists of a round block with four supports, each having underneath a figure of a wheel (solid), while on each side is a handle, which makes it, as well as No. 1, resemble rather a tea urn. This stands about the same height as No. 1. Not being much of a judge of such things, I remarked that they were very handsome, and very valuable, that they must be a source of great anxiety to the owner, and so on in the same strain, when a peculiar expression struck me in the face of my companion; so I stopped short, and asked him its meaning. Still smiling, he asked me if I really meant what I said, because, if I did, I was completely mistaken, for the 'pots' (I beg his pardon—he called them 'cups') were ponderous, as they weighed about 120 or 150 ounces; but that was all that could be said about them, for their value was, comparatively speaking, nothing. I was a good deal surprised, and asked him if he would give me further particulars, which he kindly did, and which I forward you as a matter of duty. The cups are made, so he tells me, of Britannia soft metal (which of course, all common tea-pots are made of), oxidised, and the design is machine-stamped on. The metal, therefore, is altogether base, and silver plays a most unimportant part in the whole manufacture. This, he said, was about the commonest kind of work known, and work such as a decent firm would not turn out. If he had an order for such things, he would use hard metal or copper, plated with nickel silver, which would cost considerably more, but would have a ring of true metal about them which these did not possess, as the cups were heavy and dead, like lead. Engraving such things is very easy, owing to their softness, but the poorness of the material appears in each line engraved. According to his account the lids were comparatively the most expensive part, as a die would have to be cut for each; in fact, they would cost as much as the body of the cups, which, of course, are far heavier and larger than the covers. The die being the expensive part, after the first costs others could be supplied at a great reduction. I next asked him what he could supply fac-simile cups for. He said, without going into the question closely, he should say as an outside figure £25 each, but that would include the better material and better work, and that these could not have cost so much. £25 would pay expenses well and leave him a good profit into the bargain. As a final question I then asked what they really are worth, to which he replied that in reality

they are worth nothing, as the metal is of no value, but if they were offered for sale any dealer would probably offer £5 or £6 for the two (buying them second hand) on the chance of selling them again. This is an accurate account and description of poor Furnivall's American prizes, which were supposed to be the best run for last autumn at the Springfield meeting. Would anyone believe that Mr. Ducker could provide such things for first prizes in important races? It has been stated that the cups were advertised as worth £50 each but I can find no such advertisement, although I have been through the "Springfield Wheelmen's Gazette" for the second half of 1885; but, anyhow, the organizers made a great song about their prizes, and declared that \$5,000 would be spent on them, making us open our eyes at the mention of Springfield cups. In the "S. W. G.," August, I find the racing man is told that "Honor and glory await thee," but no details are given of the prizes, so possibly it is greedy to expect good ones. In September a list of races and prizes is given, but no mention is made of the value of Springfield prize cups, and in October a full report is given, but with no mention of the value of these important prizes; so we must conclude that Mr. Ducker did not wish to awkwardly commit himself in any way. If anyone will turn to the "Wheelmen's Gazette" for June, 1886, he will find Mr. Ducker says, "With the coming of fall all eyes are turned towards Springfield." He has a wonderful capacity for foreseeing unpleasant coming events. He also mentions that "the prizes this year will be on a scale never before attempted." Well, they may be on a very enormous scale, but if the weight is Britannia metal somehow men will not think much of them. I hope and trust this will meet the eye of Ducker, and that it will furnish much food for reflection to those who intended journeying to Springfield. Mr. Furnivall knows, I expect, by this time, that his pots are not silver, but in case this takes him by surprise, I must plead shortness of time that prevented my consulting him on the matter.

[We extract the above remarkable article from the *Bicycling News*. It is to be taken "with a grain of salt," as the editor of the *News* is rampant at everything American, and the effect of the name of Ducker on him, is such as tradition ascribes to the flouting of a red handkerchief at a bull. Mr. Ducker will no doubt fully reply to this attack on his integrity.—Ed.]

A MAMMOUTH TOURNAMENT.

AT LAST! SOME REAL RACING FOR NEW YORKERS.

New Yorkers are at last to be treated to some first class racing. The New Jersey Cycling and Athletic Association have about completed a new track at Roseville, N. J. Roseville is a suburb of Newark, and is thirty minutes ride from New York. The track is modeled on the Springfield path, only that it is three laps to the mile. It is twenty feet wide, except on the 150 yards homestretch where it is twenty-five feet wide. The stockholders, who are prominent cycle dealers in and around New York, held a meeting last Saturday night and voted to hold a grand tournament on September 30th and October 1st and 2d, the programme of which will be decided upon later. Prizes to the amount of \$2,000 will be given, consisting of medals, silverware, etc. On the ground are tennis courts and a base-ball diamond. Previous to the grand tournament one or two preliminary Saturday afternoon meets will be held. The track will be open for practice in about a week. Races under A. C. U. rules. Special arrangements will be made, by which cost of carriage from New York and admission to the track will not be more than sixty or seventy cents. All communications should be addressed to the manager, Frederick Jenkins, Oraton Hall, Newark, N. J.

HARLEM WHEELMEN'S RACE-MEET.

With commendable enterprise, the Harlem Wheelmen have announced a race meet to be held on Saturday, September 11th, at the Manhattan A. C. grounds, 86th street and 8th avenue. This is the first open air meeting held in New York City, at least in modern times; it is therefore, largely experimental, and every wheelman of Gotham, and the purloins thereof, should turn out with his sisters and cousins, and make the occasion a rousing success. The following attractive programme has been prepared:

1 mile novices.	1 mile club.
1 mile 3.10 class.	1-4 mile one-legged.
2 miles handicap.	1-2 mile without hands.
2 miles lap race.	2 miles State cham.
2 miles team race.	1 mile consolation.

The track is a quarter-mile cinder path with fair corners. A number of racing men are at present using it, and doubtless arrangements will be made by which intending participants can familiarize themselves with the path. The grounds can be reached by the "L" roads to the 81st Street station, and by the Eighth Avenue surface roads, which pass the gates. Entries close September 4th, with F. L. Bingham, 49 Rose Street.

THE ORANGE WANDERERS HILL CLIMBING CONTEST.

Eagle Rock Hill, from a few yards below Harrison Ave., (where the competitors will be started) to the finishing point at top, measures just one mile. The surface is in exceptionally good condition and in the contest, the hill should be climbed by quite a number of wheelmen. The only class of machines ruled out are tricycles. Competitors will be started separately several minutes apart, thus giving each man the entire road to himself. Each competitor will be allowed a coacher on foot, who can run ahead and clear the course for him.

As the Orange Wanderers give this contest in a pure spirit of enterprise and necessarily cannot derive any reward from it except the entrance fees, we hope wheelmen will give us their support by sending in their entries. From New York the excursion fare to Orange is but 50 cents, and the D. L. & W. R. R. takes bicycles without extra charge.

The competition is open to all L. A. W. members and entries should be sent to undersigned with 50 cts. entrance fee, before August 10. Yours fraternally,

E. P. BAIRD, *Chairman Com.*

Brick Church, N. J.

The New Castle, Pa., Club have been obliged to change the date of their Fall race meet from September to August 19th. The following events are on the programme: One mile novices, one and two miles open; one mile, 3.18 class; one mile, 3.00 class; two miles, 6.30 class; one mile club. It is expected that a State championship event will be added to the list. Races under L. A. W. rules. Track four laps to the mile. For further particulars apply to L. Osgood, Secretary, New Castle.

In the last issue of the *Bulletin* Dr. Beckwith publishes Mr. Ducker's letter, in which the latter distinctly states that he had called a meeting for July 17th. This should settle, forever, the denial of that gentleman and his friends that he had called a meeting for the seventeenth.

THE WHEEL.

RIDING IN THE ORANGES.

NEW YORK, August 3, 1886.

Editor of THE WHEEL: I inclose copy of resolutions adopted at a meeting of the New York Bicycle Club, held last evening.

EDWARD J. SCHRIVER.

Whereas, Since the last meeting of this club was held, certain village ordinances have been adopted by the various authorities in the Orange riding district, which not only impose unnecessary and annoying restrictions on the users of cycles therein, but illegally make such restrictions applicable to wheelmen alone, and not equally to all persons riding ordinary vehicles; and,

Whereas, The leading local club, an organization which, both by the high character of its membership and its wise policy as a club, has always merited and enjoyed our warmest respect; has, greatly to our surprise and regret, not only allowed said ordinances to be adopted without protest, but even asked for and defended their enactment; therefore,

Resolved, That the New York Bicycle Club does most strenuously protest against all such regulations as, like those under consideration, not only are of no real value in themselves for the safety of wheelmen or the public, but involve a dangerous denial of our right, so fully established by the courts, to be treated by the law as all other drivers of vehicles are treated,

Resolved, That we urge upon the Orange Wanderers, for the sake of strangers visiting their district, and of the rights of wheelmen at large, to exert their influence to have the obnoxious rules abolished, or at least so far amended as to bear with equal force on all classes of vehicles,

Resolved, That we call on the officers of the League to immediately take steps to test the constitutional power of local authorities to thus restrict the rights of citizens clearly guaranteed to them by the general law of the State.

RACING AT FRIENDSHIP, N. Y.

About four hundred people assembled to witness the fourth annual race meet of the Alleghany County Wheelmen, held at the Driving Park, on July 29th. The track was in excellent shape, but nevertheless fast time was out of the question, owing to the wind, which had sprung up and was blowing a perfect gale down the back stretch.

One-half mile championship of Alleghany Co.—Entered by George H. Camehl, S. G. Latta, and John Thurston. Won by Camehl; time 1.40¾. Latta second. Thus Camehl now holds the championship for the third year. One mile open—A finely contested race from start to finish, between C. J. Conolly and P. J. Dukelow of Rochester, and Lewis C. H. Hunter, of Olean. Dukelow led to the home stretch, then Conolly made a noble spurt, and won by two feet; time 3.23. Dukelow second. Hunter a good third. Half-mile novice, with five starters, was won by Will Lane in the good time of 1.41. One mile ride and run was won by C. J. Conolly in 5.20; Camehl second. Two mile handicap—Entered by C. J. Conolly (2), scratch; P. J. Dukelow (1), scratch; Will Lane (3), 75 yards, and others who dropped out. Five mile conditional race—P. J. Dukelow (1), C. J. Conolly (2), G. H. Camehl (3). Consolation race—Won by S. G. Latta. S. H. C.

INTER-STATE BICYCLE ASSOCIATION MEET.

The annual meet and parade of this association was held at Youngstown, Ohio, July 29th. Nearly one hundred wheelmen took part in the parade. The races held in the afternoon were quite successful.

One mile novices—Wm. Connell, 3.18; Frank Goodrich second. Edward Lotz, o.

Half mile open—Chas. Brown, 1.26; J. B. Hilford second. Half-mile inter-state championship—W. A. Crawford, 1.32 2-5; W. L. Homer second; Frank McCoy, o. One mile inter-state championship—W. A. Crawford, 3.05 3-5; Chas. Brown, second; W. L. Homer, o. Two miles open—J. B. Hilford, 7.01; Chas. Brown, second. Two miles inter-state championship—W. Crawford first; Frank McCoy, second. Two miles open—Chas. Brown won in 7.54. One mile unicycle—W. H. Barber, rode one-half in 1.45 3-5; one mile 3.41; both of which are records at this game.

AN L. A. W. TOUR.

The Chicago Wheelmen are especially lucky in having such a touring enthusiast as Burley B. Ayers in their midst. Every few weeks this enthusiasm vents itself in a little gem of a tour. The latest is the Lake Geneva Tour, of which we publish the prospectus:

SATURDAY, AUGUST 14, 1886.

Leave Chicago 4.20 P. M.
Wisconsin Central R. R.
Arrive Burlington Wis., 6.30, (Supper.)
Wheel thence to
Lake Geneva, 12 miles.
Whiting House.
Boat on Lake in evening.

NEXT DAY.

Leave Lake Geneva 9 A. M.
Genoa Junction.
Richmond, 11 miles.
McHenry, 20 miles.
Lily Lake.
Volo.
Fox Lake.
Lippincott's, (dinner.)
Hainesville.
Gray's Lake, 40 miles.
Leave 6.52 P. M.
Wisconsin Central R. R.
Arrive Chicago 8.45 P. M.

Meet at W. C. R. R. Depot 20 minutes before train time. Detach pedals.

W. G. E. PIERCE, Marshal.

FAST MEN AT SPRINGFIELD.

The Columbia team, Hendee, Rowe, Burnham and Knapp, with their trainers, arrived in town last Friday and secured rooms at Mrs. Gardner's boarding-house on North Main street, which they will make their head-quarters till after the September tournament. It would be hard to conceive a more thorough transformation than this celebrated quartette of flyers has undergone in the past year. Hendee looks the embodiment of good health. His sun-browned face is in flattering contrast to that of last year, and he wears a "git-thar" look, which signifies that the Englishmen are not going to sweep things as they did last year. Rowe looks the picture of a flyer, and wears the same plucky look that circled around the Hampden Park track last Fall and smashed the world's record to small pieces. He has been training all the winter under Roberts of Boston and his muscles are of "iron mold." The veteran cyclist, Burnham, looks a foot taller than ever and enjoys perfect health. Knapp does not change materially, yet he is in prime condition, and his well-knit form betokens that those who don't ride fast are going to come in behind him. A. L. Atkins of Boston is manager of the

"team," and wears his most knowing smile when his flyers are mentioned. William Wiswell, of Lynn, is Hendee's trainer, H. S. Cornish, of Hartford, looks after Knapp, Crocker, of Boston, trains Burnham, and Asa Wendle of Lynn, big as life, keeps his weather eye on Rowe.

Hendee will ride a 56-inch wheel, Rowe a 55-inch, Knapp, 56-inch, and Burnham, 55-inch—all the very best Columbias. All four will begin active training on Hampden park to-day if the weather permits and will practice twice each day until the tournament, making from one to ten mile spins each time. Rowe is confident that he can beat every record he has yet made. The fastest mile he has ever run was 2.33, done on the Lynn track June 15, in a practice spin. He thinks that both Hendee and he are able to lower the mile record to 2.30, and probably will at the coming tournament. Rowe says that Hendee is riding faster this year than ever, and if they meet, as is expected, in the one mile international race, the contest will be the greatest one in the annals of bicycling. Although Burnham is putting in some good work on the bicycle, he intends to race this fall on a tricycle, and as he is in good racing trim, will make Furnivall pedal faster than he ever did before.—*Springfield Republican.*

Breakneck Hill Succumbs—Last Sunday C. M. Phelps, of the Harlem Wheelmen, attempted to climb the hill on the road from Fordham Heights to Kingsbridge, commonly called "Breakneck Hill." It is one-quarter of a mile long, and steeper in its whole length than Corey Hill. On his first attempt he came to within seventy-five feet, and on the second attempt to within fifty-five feet of the summit. On Monday he again tried, and succeeded in topping the hill, as did his club mate, E. I. Halsted. Phelps rode a 53-inch new Rapid, and Halstead a 54-inch Expert.

Mr. Jens F. Pedersen has just completed a handsome gold medal, which will be presented by the President of the Monmouth Wheelmen, Long Branch, N. J., as a prize for a hundred mile road race. In a single mail, last Saturday afternoon, Mr. Pederson received orders for medals from the Scranton, Elmira, Williamsport, and Weedsport Bicycle Clubs. He will send an elegant illustrated catalogue and price list to race meet managers, on application.

FIXTURES.

AUGUST 17.—Weedsport, N. Y. Bi. Club's Tournament.
AUGUST 19.—Penna Division; Annual meet and races at Williamsport.

AUGUST 19.—New Castle, Pa., race meet.

AUGUST 24.—Scranton Bi. Club, annual tournament.

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

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

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

SEPT. 6.—Grand tour of the L. A. W., from Niagara Falls and Buffalo, through central New York, Virginia, and the Shenandoah Valley, winding up at Harper's Ferry September 18th. Entries now received by the "Marshals."

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

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

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

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

SEPT. 23-25.—Lynn Tournament.

SEP. 30, OCT. 1-2.—Roseville, N. J., three days meet.

OCT. 1.—Wheelmen's Illuminated Parade at St. Louis.

OCT. 1-3.—L. A. W. interstate meet at St. Louis.



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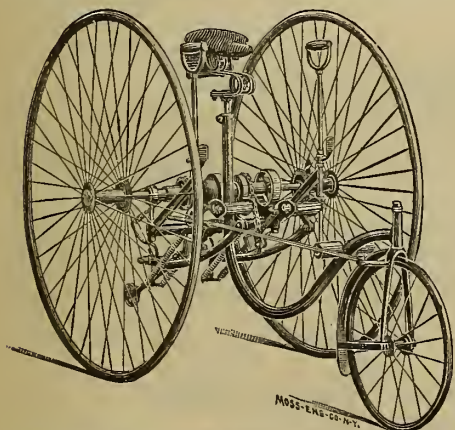
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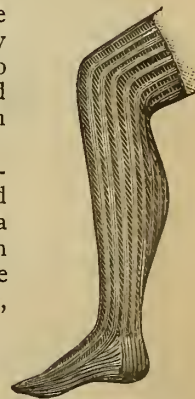
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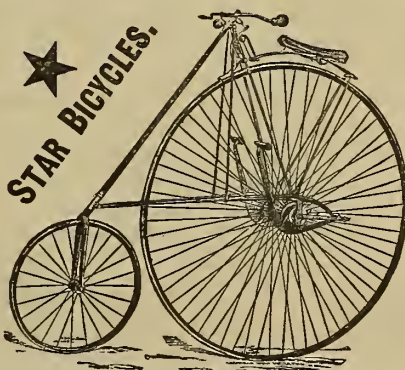
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AND
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On the Road.

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On the Path.

COLUMBIAS

Boston, July 6th 1886.

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

SMASHED RECORDS ON COLUMBIAS.

GEO. M. HENDEE AT SPRINGFIELD, July 5.

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

WM. A. ROWE AT LYNN, July 5.

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

THE COLUMBIAS AT BOSTON, May 29.

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

THE COLUMBIAS AT LYNN, May 31.

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

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

THE COLUMBIAS AT NEW HAVEN, June 11, 12.

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

Every Open Event won on Columbias.

THE COLUMBIAS AT LYNN, June 17.

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

CHAMPIONSHIPS ON COLUMBIAS, Season of 1886.

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

THE COLUMBIAS IN THE WEST,

THE RECORD BROKEN.—SPLENDID PERFORMANCE OF S. P. HOLLINGSWORTH.

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

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

THE COLUMBIAS IN NEW JERSEY, June 19.

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

THE COLUMBIAS AT BROOKLYN, June 19.

1-mile Novice Race,	
2-mile Handicap Race,	
3-mile Handicap Race,	
2-mile Championship Race, Bedford Cycle Club,	
5-mile New York State Championship Race,	

The above Events won on Columbias.

LONG DISTANCE RIDERS ON COLUMBIAS. Season of 1886.

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

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