

THE SPRINGFIELD WHEELER'S GAZETTE.

A JOURNAL OF CYCLING.

PUBLISHED MONTHLY.

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SPRINGFIELD, MASS., OCTOBER, 1885.

Price 5 Cents

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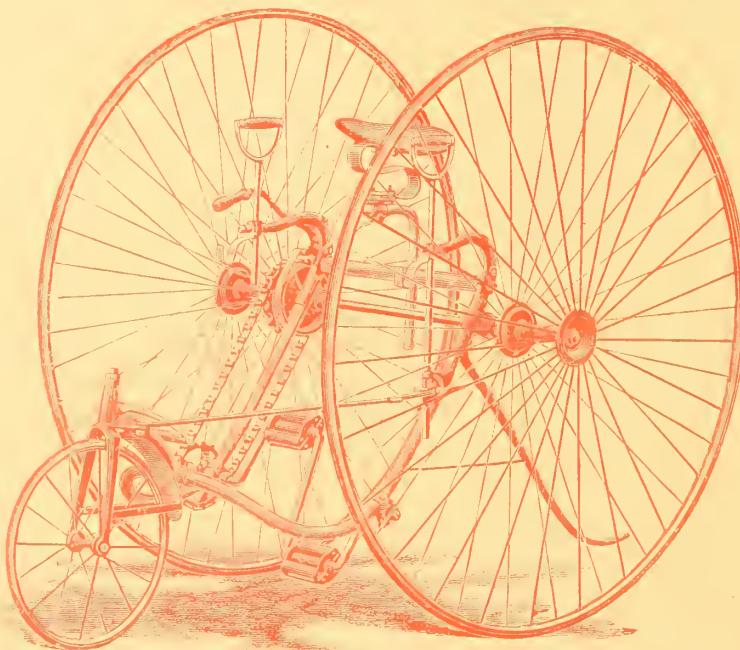
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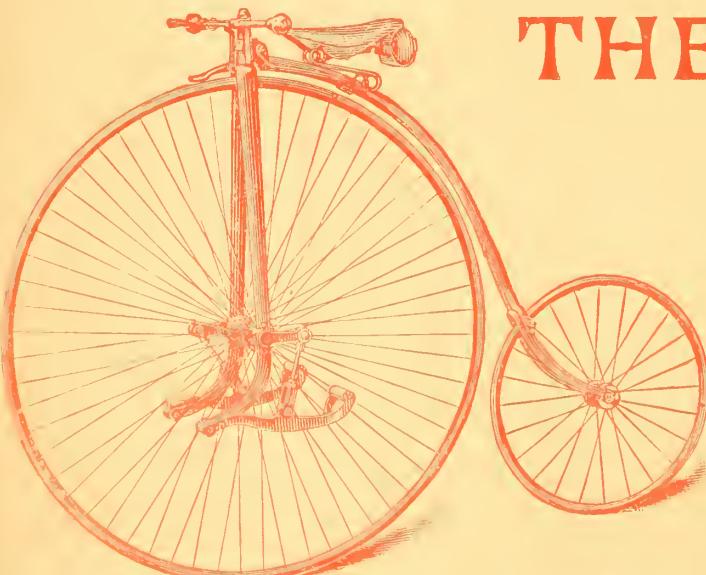
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At Dariers, September 19, 1-mile County Championship Race and 3-mile Race won by Hunter on Royal Mail.

At Brooklyn, September 15, New York State Tricycle Championship won on Royal Mail Tricycle.

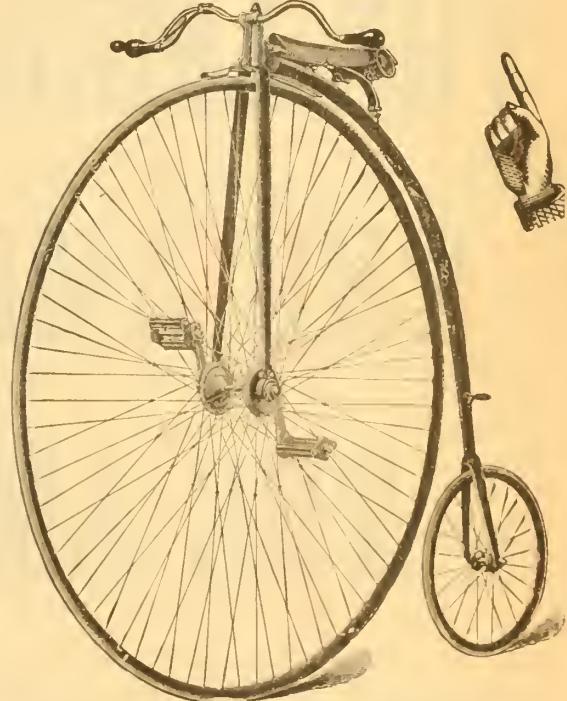
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→ A COMPETENT JUDGE, FRED RUSS COOK, the noted California wheelman, decides in favor of the ROYAL MAIL OVER ALL OTHERS for his own mount; and for orders which his friends asked him to fill with THE BEST WHEEL he found while East, he selects ROYAL MAILS!

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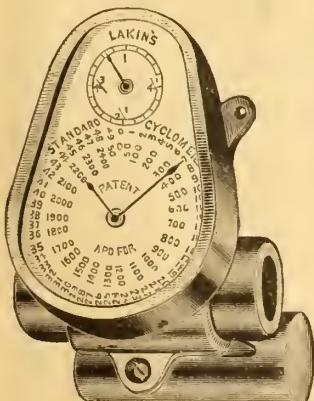
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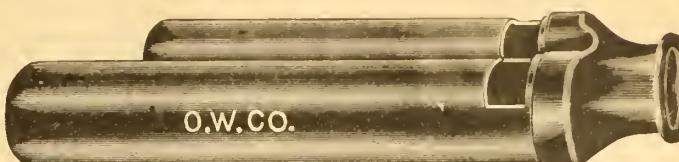
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THE GENUINE HUMBER

Won All the Principal Events of 1885 at Hartford and Springfield.

Coventry, Eng.,
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JOHN S. PRINCETON, who rode a mile in 2.39 on a ROYAL MAIL at Springfield last September, says: "It is the best wheel I ever crossed."

Weight, 36 pounds; 72 tangent spokes; genuine Warwick hollow rim; hollow forks; detachable cranks; Bowden's Aeolus ball bearings; close-fitting noiseless brake; best moulded rubber tire; oval backbone; new American adjustable saddle; Buffalo tool bag.

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A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

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NO. 6.

TERMS OF SUBSCRIPTION.

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Clubs, entire membership, per year,	30 cts. each.
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HENRY E. DUCKER, Editor and Manager.
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Entered at the Post-Office, Springfield, Mass., as Second-class Matter.

A PROPHECY AND ITS FULFILLMENT.

THE SPRINGFIELD WHEELMEN'S GAZETTE said in October, 1884, that 2.32 would be the record at Hampden Park, Springfield, Mass., in September, 1885. To-day we are glad to announce that our prophecy has been fulfilled. To Richard Howell belongs the credit of this great achievement and his wonderful time will probably remain the record until the Springfield meet of September, 1886, when we fully expect to see it reduced to 2.26.

We give the following account, taken from the Springfield *Daily Union*, of Howell's great race against time, as showing how it is considered by the daily press. The Hon. George M. Stearns referred to is the most prominent lawyer in Western Massachusetts, and a leading politician; he is a great lover of horse flesh, but no friend to wheelmen, and last year remarked that he "would as soon see a cat astride of a shingle as to see a man ride one of those things." The time made cannot, under the circumstances, be doubted. The timers were all experienced men, and four watches made the time the same, while a fifth watch made it 2.31 1/2, or one-tenth of a second difference. A full set of officials were on duty, and a large crowd on hand to witness the feat.

HOWELL'S GREAT FEAT:

HE PUTS THE MILE BICYCLE RECORD WHERE IT WILL PROBABLY STAY FOR SOME TIME—A MILE IN 2.31 2-5.

Howell yesterday afternoon, September 29, with perfect weather made a bicycle record that will probably stand for some time unless it is again lowered by him. Fred Wood, who was present, says he is not in training and shall make no attempt to lower the record for a week or so. He says he is not dead yet and intends to be heard from as soon as he is in good condition. There were five or six hundred spectators on the park and with George M. Stearns, Oscar Whipple and W. C. Marsh as timers there can be no question of the accuracy of the time. In fact, previous to the trial, Mr. Stearns was a little dubious about such fast time for a bicyclist as has recently been made, but all his doubts were removed at the finish of Howell's attempt and with a satisfied shake of the head he said: "That's right, I've got it here, dead sure." Those who witnessed the feat scarcely realized the tremendous pace at which Howell was going, but from the time he had his machine under full control his pedaling was marvelous to witness. Brooks's pace setting was perfection, and he kept Howell hard at work, leading just enough to keep the Englishman strained to his utmost. As Howell crossed the line one of the timers remarked: "He's done it," and when the time of 2.31 2-5 was announced the crowd cheered. A. O. McGarrett was also one of the timers, and three of the

watches held on Howell agreed to the very dot. Howell rode a 59-inch Rudge racer weighing only 22 pounds, while his own weight is 185 pounds. To-morrow afternoon he will attempt to lower the one-mile tricycle record. Howell, yesterday, lowered his own previous record by exactly four seconds. The time was as follows: Quarter mile, 39 3-5 seconds; half, 1.15 2-5; three-quarters, 1.53; mile, 2.31 2-5. Dr. H. E. Rice was referee; the judges were Sanford Lawton, F. R. Brown, and C. A. Fisk, and G. E. Miller was the starter.

On the day previous, September 28, Howell rode a half-mile against time, making the half in 1.13 3/4. We quote the *Republican's* account of the performance.

MORE GLORY FOR HOWELL.

Richard Howell, "king of the wheel," had no idea of letting Hendee keep the half-mile world record of 1.15, made at St. Louis a few days ago, and made a trial on Hampden Park yesterday afternoon, which resulted in the record of 1.13 3-5. The quarter was made in 37 seconds. The officials were: Referee, E. A. Carter; judge, C. Saffer; starter, H. W. Collins; timers, C. E. Whipple, G. E. Robinson, and H. W. Robinson. Brooks, who acted as pace-maker, set a lively gait, and had about fifty yards' start, but was overtaken by Howell some distance from the finish. Fred Wood was on the park and witnessed Howell'sfeat, and is himself credited with riding a mile during the day in 2.36. Both Howell and Wood will attempt, separately, to lower the mile record this afternoon, and no doubt will succeed. From the performance of yesterday, many expect to see 2.32 made to-day. Howell greatly regrets his inability to ride Saturday, but as there was such a strong wind, that a record was impossible, he thought it better to save himself for another trial.

THE TOURNAMENT IN THE PULPIT.

On September 13, the Sunday following the tournament, Rev. Charles Van Norden, of the North church in this city, preached a sermon on "The Christian Contest," in which he took the bicycle tournament for his chief illustration. His text was from first Corinthians 9: 24-27 in which passage the Apostle Paul recalled the famous Grecian games, the running match and the boxing match, as types of life's grandest efforts and most glorious achievements. Corinth was a center for every kind of athletic contest and it was an age when such manly striving was viewed with approbation by even the noblest minds. From time immemorial all that was great in Greece had been associated with the stadium and the amphitheater. The Greeks owed their physical beauty, their glorious military record and no small degree of their intellectual superiority to their universal habits of physical exercise and friendly encounter. To the games came not only athletes, but poets, artists, and orators, with their subtler skill and more lasting efforts. Indeed, these great national gatherings had always borne a sacred and even religious character. After further description of the ancient contests of skill and strength, their prizes, audiences, etc., Mr. Van Norden said: "I am the more interested in these facts, because the excitements of the past week in Hampden Park seem to revive not only the ancient conditions, but no less, the genuine spirit of Grecian athletic encounter. And I fancy, that Springfield in one aspect at least—for a few days—has reproduced Corinth and Athens. And I confess that it pleases

me and that I feel it my duty to favor this as many other manly sports for the diversion of the young and vigorous. Physical vigor lies at the bottom of not only personal health but of progressive civilization; and amusement in reason is just as necessary to mankind, at its best, as sunshine and food. Of course I see many contingencies of peril. The traditions of racing, among Anglo-Saxon peoples, have been very bad; and the present atmosphere of many so-called manly sports is extremely dense and foul, and whether the bicycle races will degenerate, to become in time the tryst of gamblers, the net drawn by sharpers, and the gin for simpletons, a corrupter of the young and a resort of the corrupt—the assemblage of all abominations—like our prize fights and walking matches and skating rinks, I am unable to predict. But as yet, I can gladly declare, that, up to the present time, the bicycle management in this city have preserved much of the ancient Grecian healthfulness of effort, fairness of competition, sense of honor, and general respectability. And so the appropriateness and beauty of Paul's lesson in our text are restored to us, in colors and outlines, vivid and impressive, and it no more seems trite and antiquated for me, a preacher of righteousness, to urge the old image in its new dress."

BRITISH COMMENTS.

"LONDON CYCLIST" OFF THE TRACK.—A MISPLACED SWITCH AT THE OFFICE THROWS THE PAPER OFF THE TRACK.—A FEW MUTTERINGS OF THE INJURED PARTY.—WHAT "WHEELING" SAYS OF THE SPRINGFIELD TOURNAMENT.

What's the matter with the *Cyclist*? "They've gone mad," was the reply of numerous wheelmen after reading the *Cyclist's* wonderful (?) revelations in the issue of September 16. We must confess that we cannot see what has befallen the editor, that a paper of the standing of the *Cyclist* should be allowed to publish such a rambling, nonsensical lot of rubbish as is contained in the issue of above date. It is very seldom that an article is printed that does not admit of a reply; but the following is so absurd that we leave it to the judgment of our readers without comment. The *Cyclist* says in a leading editorial:—

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 credence. We have no desire to withhold from 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. Our 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. The only English-held watch we know of at Springfield is in the hands of Mr. Etherington, who is on the official list, and whose vagaries when he visited America as "boss" of a troupe of

professional English and French riders will be fresh in the memory of most of our readers, and we therefore do not anticipate that any independent testimony will be forthcoming to support the marvelous times which have been recorded as having been accomplished at Springfield. 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 down Sellers'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 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 10s. 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 a 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 improvement 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 strong. The sudden development of one man, the accomplishment of a remarkable time by Gaskell, of George Illston, acclimatized 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. Of course it may be business, just as it is business for the artist who stands on his head on the trapeze to "challenge the world," or for the "Bounding Brothers of Babylon" to announce that they are the "Champion Athletes of the Universe." When a circus proprietor has got an outsider who can turn a somersault over a blanket, he invariably bills him as "Champion Somersault Thrower of the Globe." And so at Springfield—the watch, which answers to the circus man's bills, gives bold advertisement to the fact that at the Springfield Tournament alone can a man do 10 seconds better than he has ever done before.

Per contra we publish a few extracts from London *Wheeling*, whose editor, Harry Etherington, was on the spot, seated in the judges' stand holding a fine timer and watching every movement of the officials.

The management may be described as almost perfect, and the club is to be very heartily congratulated on the magnificent way in which everything was carried out. One thing in particular in which the most exact care was exercised, was the timing. Three experts holding chronometers of known and tried excellence and correctness, officiated, and there is not the slightest question but that the verdicts were correct in every instance. On the few occasions they differed it should be noted that the slowest time recorded was that officially given out.

* * * * *

Every one present regretted that Hendee's injuries, sustained the previous day in his fall with Cola Stone, precluded his racing, and he was widely sympathized with. The English party especially were disappointed that the unlucky smash prevented the competition against them, for, on his own path, and among his own friends, there is little doubt that the Springfield champion would have made a better show than his exhibition at Hartford. As on the first day, the management was again all that could be desired, the treatment the press received at the hands of the officials being beyond praise.

* * * * *

Little W. A. Illston, whom the climate has hardly agreed with, and who has met with no means the best of luck, won the Consolation Mile. This brought to a close what was unquestionably the best, grandest, and most successful race meeting ever held in connection with the grand sport of wheeling. Letters to be received later will detail more fully the reception of our fliers at the hands of the Americans, but we cannot conclude without congratulating England and Englishmen on the splendid success of their countrymen. No, assuredly, Britain is not played out yet.

This week we are enabled to give Mr. Etherington's Ms. report of the first two days at Springfield, and doubtless it will be read with the greatest interest by all classes of society. It will be seen from it that Wood's mile record must stand as "O. K." and that the other performances were all *bona fide*.

* * * * *

There cannot be any doubt of the time, for on the stand were five watches, each and every one agreeing on 2m. 35 3-5s. No bunkum, the whole of the watches, *Wheeling's* included, were shown around and there was not a hair's breadth difference between them. Had Wood been pushed he would have

got down close to 2m. 32s. An intense shout and wail went up when the time was hung out. Questions were asked, "What does Etherington make it?" "Does the Britisher agree, etc.?" Needless to state, I did, and my watch going around fully satisfied the crowd. Every man must have ridden considerably over the mile.

COLA E. STONE.

SUICIDE OF ST. LOUIS'S MOST PROMINENT WHEELMAN.

The death of Cola E. Stone at St. Louis Saturday evening, September 26, removes from cycling circles one of our most promising riders, a man with a large, generous heart, and one whom to know was a pleasure. Cola E. Stone upon first appearance was not an attractive person, but upon acquaintance he not only proved himself a gentleman but a man with whom it was an honor to be associated, and we deeply regret the loss, with our Western brethren, and can fully appreciate their admiration for this good-natured, whole-souled wheelman. Cola E. Stone was a native of St. Louis and was 22 years and 6 months old. He was the oldest child of Prof. Charles H. Stone of the Smith academy, Washington university. There are four other children—two boys and two girls. The whole family—father, mother, girls, and boys—are strong advocates of bicycle and tricycle riding and all of them ride machines. Cola was educated at the Washington university and commenced riding a bicycle five or six years ago. He was believed by many to be one of the best amateurs in America. At the recent Springfield meeting he was racing in the ten-mile championship League of American Wheelmen race, when, on the last half of the tenth mile, he and George M. Hendee, the present champion, collided and both were thrown violently to the ground, Stone breaking two bones in his left wrist. It should be stated here that Dr. Kershaw gives it as his opinion, that this accident had nothing whatever to do with the young man's death.

He rode a 58-inch wheel. At the last spring meeting of the Ramblers held in St. Louis, Stone rode the fastest mile ever made on a dirt or cinder track west of the Hudson river, defeating Weber, the "Star" man, in 2.46 3-4. A couple of months ago Stone won the 100-mile road championship and holds the road record for that distance, 8 hours and 27 minutes. At the Ohio meeting at Akron on July 4 and at Omaha in 1884 he swept everything before him, and there were great expectations of him at Springfield. But for the unfortunate accident we think Stone would have made an excellent showing.

Cola Stone's death has been attributed to many causes, no one of which probably led him to commit his rash act, but it was probably the combination of ill luck that turned his head. In the first reports it was stated that he died from congestion of the stomach; but from later accounts we learn that when questioned by Dr. Kershaw, his family physician, Stone acknowledged to him that he had been taking arsenic.

Prof. C. H. Stone, father of the deceased, expressed the belief that the young man was temporarily insane, in consequence of a severe fall received at the Springfield tournament, while others aver that the cause of Cola's death was unrequited love. Some time since a prominent artist painted a picture for the Paris Salon. The model for the female figure represented 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, and made her aware of his affection for her, but was rejected.

Still another report reaches us that the trouble was financial difficulty, and we apprehend that a man of Stone's disposition could not bear trouble of a money nature. A man can stand a great many things and it is seldom nowadays that one commits suicide from love only, and we believe that when all is known, it will be found that an aching hand, unrequited love, and, last but not least, financial troubles staring him in the face were too much to expect a man of such tender heart and impulsive nature to withstand. The funeral was largely attended, many of the most prominent wheelmen attending, including George M. Hendee, the St. Louis Ramblers sending in a beautiful floral tribute of a wheel reclining on a broken pillar, as a last tribute to their loved member.

SPRINGFIELD, 1885.

The fourth annual tournament of the Springfield Bicycle Club will undoubtedly pass into history as one of the greatest cycling events the world has ever seen. Certainly up to the present time no meet has been held, and we doubt if ever again will be held, productive of so many new records.

Among the many causes and circumstances which combined to give us fast time were the perfect condition of the track, the fine weather, and a full field of starters, all anxious to uphold the honor of their respective countries, and each making an honest endeavor to obtain a world record. Though our English visitors were usually the winners, to the Americans we must give credit for the remarkably fast time made, as they pushed their winning rivals to the tape, and obliged them to surpass themselves and lower all previous records in a manner that was surprising to themselves as well as to the onlookers, and it was only through inexperience and lack of training that so many of the prizes were carried off by the fleet Englishmen.

The complete report, especially prepared for *The Mirror of American Sports*, of the bicycle meet at Springfield, Mass., presents in an accurate and comprehensive manner the record of the most important gathering of the kind in the history of bicycling. Almost every record for every distance up to twenty miles has been lowered at Springfield, and the progress made since 1884 in the matter of increased speed and endurance illustrates the possibilities of cycling, in a remarkable manner. Careful training, improved machines, and a good track have done wonders, and who shall say what may not be eventually accomplished at the same rate of improvement in the next few years? All middle-aged people can remember when a mile in 2.40 was thought to be the limit of possible speed in a trotting horse; to-day 2.08 is not believed to be the limit. Already 2.35 and a fraction has been made by a bicycle rider, and once bicycling has been adopted as a great popular sport throughout the country, when the attendance of 15,000 people at Springfield is common to all the large cities, when good tracks shall be the rule, and machines made still lighter and easier of propulsion, and when large purses tempt wheelmen to develop their racing qualities to the highest possible point, we may confidently look for great results in a competition in which men and not beasts do all the work and get all the glory.

—*Mirror of American Sports.*

BRITISH CORRESPONDENCE.

Our Autumn season has commenced with deluges of rain; the usually sunny period of August. September has been signalized by such continual heavy showers as to ruin the tourist's pleasure. Your correspondent, among others, is suffering the pains and penalties of having to take his vacation at this period, and but for the fortunate circumstance of having selected a route in Dorsetshire, Somersetshire, and Devonshire, where I have friends with whom the rainy days have been passed, my misery would have been complete.

Springfield, and the wholesale success of the British contingent, has been the absorbing topic of the time. Thanks to the proprietors of *The Cyclist*, the results of the racing at Hartford and Springfield were known all over the country within a few hours of the racing; for whilst *Wheeling* in London was waiting for its cablegrams, and preparing to issue a catch-penny special issue on the Saturdays, *The Cyclist* mailed copies of a gratuitous special edition to all its subscribers, to the makers, to club secretaries, and to everybody whose address it knew, these specials being printed in a few hours and distributed in London and by mail over the kingdom, on the Friday mornings. This fact is alone an eloquent answer to your inquiries as to what is thought of your tournament here; for neither of our journals has ever issued special editions before; not even when our own championship races were being decided.

As to the results, we are naturally jubilant. Blood is thicker than water, after all, and, notwithstanding the unpopularity of some of the English racers individually, the enormous number of prizes won by our representatives is proof of John Bull's superiority, although we are quite gratified to observe that in such men as Burnham you possess foemen worthy of our steel. Hendee's and Stone's fall was a disheartening mishap, certainly; such is the fortune of war.

Some of our most prominent riders look askance upon the times reported; Wood's "easy" win in 2.35 3-5 looks queer, and Webber's ten miles is hard to believe; yet without any evidence of unusual incompetence on the part of the timers I see no reason for incredulity, knowing as I do that your timing regulations are even stricter than ours.

A new track, declared to be the best in England, was opened at Weston-super-Mare on Saturday last, September 12. Weston is a seaside resort on the West coast of Somersetshire, facing Cardiff across the Bristol channel, and conveniently reached by rail from all the important towns in the West of England. The cinder-path has been laid by Broughton—who constructed Lillie Bridge track—and is unanimously praised as undoubtedly safe and fast. It is a quarter-mile in circuit, formed of two straights connected by perfect semi-circular ends, beautifully banked up, and of a hard surface. Unluckily the races on Saturday were held to the accompaniment of a gale of wind which made the times very slow. F. J. Smith of Bristol—brother of H. Smith, the ex-champion of America—won the bicycle championship of the West of England in very hollow fashion; and the tricycle championship of the locality fell to Ludwick of Leominster. Lacy Hillier reappeared on the path, but was very weak, and failed to get under three minutes for the mile from scratch.

I understand that Broughton will now leave England for the purpose of superintending the lay-

ing of a track at Sydney, N. S. W. He says that it is impossible to make a faster track save by increasing its size to 3 or 2 laps to the mile; and I fully believe him. Cycle-racing in the West of England may now be expected to experience a tremendous impetus.

The hundred-miles road-race on Rover safety bicycles is expected to come off on September 26, on the Great North Road. About the same time, Rudge & Co. are to promote a 24 hours' race on "Rotary" tricycles.

The Surrey B. C. autumn meeting took place in London last Saturday, and the Kildare meeting is to come off next Saturday; but in both cases the usually exciting contests for the challenge cups have been shorn of considerable interest by reason of so many of our cracks being abroad.

WAVERLEY.

BARNSTAPLE, DEVON, September 15, 1885.

News Notes.

2.31 2-5.

At Springfield, Mass.

As usual, we're all right.

How-well he did it—2.31 $\frac{1}{2}$. Next.

Only 403 entries at the Springfield meeting.

All records good till Springfield, September, 1886.

Bob Neilson is the coming American professional.

Money made at tournaments may be spent at leisure.

We could have done better; in fact, we will next time.

The Hartford meeting was a grand success financially.

Weber made the Star wheel go 20 miles within the hour.

Only four minutes "knocked out" of the 20-mile record.

Excuse our rejoicing. But the records rather overcome us.

The men made the records at Springfield—not the machines.

Scotland's famous bicycle track is on Hampden Park, Glasgow.

Springfield records are endorsed good for one year from date.

What's the matter with Editor Surprise? He's got his back up.

Let us see! There was a time when 2.39 was considered fast.

The English contingent is the best that has ever paid us a visit.

For he is an Englishman and his name is Wood, with 2.35 3-5 for game.

A. P. Engleheart has run 30 races this year, winning 26 first prizes.

Wanted—to see the croakers who said 2.39 would never be beaten.

Hartford's trouble was poor weather; otherwise, they were all right.

A ladies' tricycle club has been formed in Hartford with eleven members.

Go! was the favorite by-word on the park during the Springfield meeting.

How about 20 miles within the hour? Two

men accomplished it at Springfield, while a third man only lacked three rods.

2.43 is not bad on a safety. Query: Where will this record finally go to?

Well, gentlemen, what do you think of the annual revision of the records?

Nothing succeeds like success. Witness the proof. See our record tables.

What is the matter with the Star? "That's all right!" Ditto noble Weber.

The records were laid out cold at Springfield. Twenty of them went the first day.

Colonel Pope can testify that for safety a wheel excels a span of horses and carriage.

Confidential: To obtain speed and records, ride your races on Hampden Park, Springfield.

No, Ione; when a bicycle rider takes a header he doesn't come in ahead. Generally last.

The magic figures "2.39" belong to the past. Until further notice please read it "2.31 2-5."

Cards are out. Edward Whitney Gilman, Sept. 15, 1885. Mother and father doing well.

Bicycle tracks are numerous on Sundays. They do not seem to lead to the Sunday-schools, either.

The amount of bottled enthusiasm in Springfield would carry the British army to victory in Russia.

Six of the clergymen who made a recent bicycle tour of Canada, traveled a hundred miles in a day.

The pitiful wail of the London *Cyclist* is painful to witness, and heart rending in the extreme.

Nearly all the first prizes at Rochester were won on American wheels—quite a change from Springfield.

The bicycle boys missed the evening entertainments—it gave them no chance to have an outing with the girls.

When you comb, dress, and grease the track, be sure to go over it the right way; i. e., keep the pole to the left.

Cleveland, Ohio, has fallen into line and will hold a monster meeting in August, 1886, to continue three days.

Amateurs racing for glory: Burnham, Webber, and Weber at Springfield, Sept. 10—20 miles within the hour.

Furnivall is brim full and running over with joviality and good nature, and at once became a universal favorite.

A camel can go seven days without drinking. That's one of the main differences between a camel and a cyclo.

The New Zealand *Referee* publishes weekly a statement of the condition of the roads with reference to wheeling.

The English riders, one and all, were perfect gentlemen, and their entrance upon the track was received with applause.

Only the weather prevented a wholesale slaughter of the records. But then we got a few and ought to be content.

The general verdict of the English racing men is that they have to ride a longer mile at Springfield than they do at home.

Ouida says that the love of a girl should not be begged, but conquered. That's the way they do it in Africa. The swain gets behind a tree, and

when his best girl comes along he clubs her and carries her home on his bicycle.

Springfield had, during the week ending Sept. 12, more revolutions than any city or town ever heard of on this earthly planet.

"If you get there before I do, tell them I am coming too," was sung by our American riders upon entering the home stretch.

H. D. Corey and W. B. Everett, of Boston, and L. H. Johnson, of Orange, N. J., are in Europe on business connected with cycling.

Two St. Louis wheelmen were recently denied the privilege of dancing at a public entertainment because they wore knee-breeches.

It is possible to do one mile on a wheel in 2.26, and that is where it will be next year. We have seen a half-mile done in 1.11.

The special delivery messengers of the post-office in Springfield are to be mounted on bicycles, which means prompt service.

By actual measurement it was found that the racing men rode 32 inches from the pole, thus riding nearly ten feet over the mile.

The Springfield Bicycle Club will present to M. J. V. Webber a gold medal, and one to Star Weber for their gallant 20-mile ride.

The Columbia cup should be run for at Springfield—only one meeting—and then the cup would be the absolute property of the winner.

The firm of Geo. R. Bidwell & Co. is dissolved, Mr. Frank G. DuBois retiring. Mr. Bidwell will continue the business at the old stand.

Welcome, indeed, was the visit of our genial L. A. W. Editor Aaron and his charming little wife. May we be favored with future visits.

M. J. V. Webber, when asked if he liked the Springfield track, answered: "Well, rather," with an emphasis that meant complete satisfaction.

Improvements in bicycle saddles continue at a fair pace. The Lillibridge saddle has been improved by the addition of a coil spring to the front.

The *Wheel* is in a row with nearly every wheel paper, and thus gets a large amount of free advertising, coupled with some unpleasant notices.

They came, they saw, they conquered. We went, we saw, we were beaten. Not by guns or powder, but by *true steel* in the shape of a wheel.

Old racing men are surprised at the speed obtained on Hampden Park track. In fact, several wheels are known to have run away from the men.

"Hendee, the hunter," is the Yankee champion's new title. He hunts the men home at the finish, instead of showing them the way.—*Bicycle News*.

Where would the records have been had Springfield not been deprived of the three best riders, by accident? And echo answers, Way down!

The *Wheel* scores a record in its issue of Oct. 2, being enlarged to twelve pages, cleanly printed, and free from any slurs of prominent wheelmen or papers.

The Pope Manufacturing Company has purchased of T. J. Kirkpatrick the patents of the Perfect Hygienic saddle, and will in the future manufacture it.

It's in the wind. It's in the air. It's in the track. It's in Springfield. What? The Springfield Bicycle Club and all records up to and including twenty.

Edward S. Roff has issued a neat little book on tricycling, and the author says: "Exercise for the sake of your health, and ride a tricycle for the sake of the exercise."

The papers all say that John S. Prince was out of form. Well! may be he was; but a mile in 2.37 does not look much like it, when last year 2.39 surprised the world.

Amateurs racing for honor, pure and simple, can have records that will stand by them for one year, by attending the annual meetings of the Springfield Bicycle Club.

We have no chance to crow; our rooster is laid on the shelf till next year. So now we will begin to tell how we will beat the British forces on Hampden Park in 1886.

Did you ever? Well! No, sir; never saw such fine time and racing as was witnessed at Springfield. Well, then, come next year—the meeting improves with age.

The lap board used at the Springfield tournament was much admired and fully appreciated by the riders. Our thanks are due to Mr. A. H. Overman for the happy idea.

Wheelmen wishing an account of the great three days' tournament of the Springfield Club, should send three two cent stamps to the *Union*, Springfield, for its bicycle extra.

There was much unfavorable comment over Burnham's turning around and sneering at Rowe as they came in on the 10-mile amateur. To say the least it was very ungentlemanly.

Harry Etherington, editor and proprietor of London *Wheeling*, occupied a position on the judges' stand, and evinced keen interest in each race, and the work of the official timers.

No, gentlemen, the timing at Springfield needs no whitewashing. It courts the fullest investigation, as it stands on a solid foundation, and cannot be pulled down by a few unbelievers.

The English cycling press criticised the English contingent as not truly representative men. Well, we can testify as to their behaving like gentlemen and being worthy of further acquaintance.

Bicycling News says that "it is toil combined with pleasure that makes cycling so thoroughly enjoyable, although those who haven't tasted of the peculiar combination cannot believe it."

Few men can win races or break records, but all can ride bicycles in the pursuit of business, health, and happiness. In such use of the wheel the true benefits and pleasures of cycling lie.

The St. Louis *Critic* takes exceptions to Cleveland's claiming a fast bicycle track as compared with Springfield; and this was before our recent meeting, when 56 world's records were made.

What do our Hartford brethren think of a man, signing himself H. Kennedy Child, Connecticut Bicycle Club, in the English wheel press, who expresses his doubt as to the reliability of American timing?

The *American Wheelmen*, published at St. Louis, is a very creditable weekly bicycle paper, and dishes up Western cycle news in first-class shape; but its attempts at sarcasm and witticisms are painful.

"The Flying Dutchman" came to grief on Wednesday, while riding down Dundas street. A dog ran across the street, coming in contact with his bicycle and giving him a beautiful "header."

His remarks on picking himself up were in the purest German.

J. Stevens & Co., of Chicopee Falls, receive requests from all parts of the world for circulars descriptive of their bicycle rifles, and all from advertisements in THE SPRINGFIELD WHEELMEN'S GAZETTE.

The sneering of the English wheel press at the racing men who were to visit Springfield, is totally uncalled for. They were a gentlemanly and well-behaved set of men, and commanded the respect of the entire public.

After reading the various advertisements of race meetings to be held this fall, we began to think our track was slow, as nearly every meeting advertised their track as the "best in the world." But then 2.31 is slow.

The Chicago *Journal of Commerce* for Wednesday, Sept. 9, gives an elaborate account of Gormully & Jeffery's exhibit at the Exposition. The firm had on exhibition a pyramid made of 200 bicycles, and is well spoken of.

"All parties intending to ride in races are required to take part in the parade or they will be barred," is one of the conditions under which contestants enter a certain race meeting. A more absurd rule it has not been our lot to witness.

A sporting man asked a prominent wheelman before the Springfield meeting, "What is a greased track? I see the Springfielders have one." Well, brother, it is a track with fifty-six world records, and has got the "go" in it.

The table of best American and English path and road records, issued by W. N. Oliver & Co., and compiled by F. C. Prial, is worthy of a place in every wheelman's hands. It is got up in good shape, and in a convenient form for the pocket.

A few countrymen were taken in at the Springfield meeting by some fresh youths who made a business of betting that Mr. So-and-So would come in head first, generally taking a slow rider. Of course the catch soon spread, and exit fresh youths.

A movement is on foot to consolidate the athletic and bicycle clubs of Nashville, Tenn., under the name of the Nashville Athletic Association. If this is done it will have about two hundred and fifty members, and will be the strongest club in the South.

The machine ridden by Howell in all his races this year, in England and in this country, is a 59-inch, weighing 22 pounds. Notwithstanding its rider's great weight (185 pounds) it is worthy of mention that he has gone through the year without a single break.

"The Rights and Liabilities of Cyclists," is the title of a handy little book of 32 pages, by John A. Williamson and published by Iliffe & Son, London, England. It contains valuable information of use to all wheelmen, also a model set of by-laws for club uses.

In speaking of the Springfield meeting, the Chicago *Sporting and Theatrical Journal* says that "the usual promptness was observed in carrying out the events, and everybody went away satisfied that a properly conducted bicycle tournament is the greatest sport on earth."

The *Wheel* is to be enlarged to twelve pages; this additional space will be secured for abuse, and we must all stand from under, for the *Wheel* at present holds the record for violent attacks on

wheelmen, and with the increased space there is no knowing what to expect.

The Illinois state penitentiary, located at Joliet, finds use for three bicycles, which are used by the officials of that institution. It is just possible that some day a criminal will utilize the bicycle for escape, but up to the present writing no bicyclist has been a Joliet guest.

Root & Tinker, of New York, who recently published the excellent picture of Colonel Pope in their "Men of Mark" series, have added to the valuable collection that of Noah Webster, and it is without doubt the best piece of chromo-lithography ever issued. Price only 50 cents.

The absurd statements about Springfield timing in the *Cyclist*, is the laughing-stock of the world, and we think ere this the editors will have repented and made an earnest endeavor to retrieve their mental balance. We forgive them cheerfully, and will let it pass as a fit of temporary insanity.

Harry Etherington did some good work at Springfield, and can certify to the timing as done by our timers. A greater part of the time Mr. Etherington had two watches on the first man. Mr. Etherington measured the track according to the English standard of twelve inches from the pole.

Like a prairie fire, has it spread from East to West that Hendee and Rich caught the tandem fever and purchased one at the close of the tournament, and much interest is taken in this combination as it bespeaks that additional interest will be added to future meets between England and America.

A bicycle rider got his wheel tangled in the street car track on Main street and landed flat on his face with a tremendous crash in a mud-puddle. Several spectators came to his assistance, and as he arose one asked: "Are you hurt?" "Hurt, no!" was the injured answer, "I always get off that way!"

The London *Cyclist* tells the truth of the whole story in a frank, fair, and honest manner, as follows: "The victories of our men are delighting this week the whole world of cycle racing; but still half the honor is due to the fact of the Englishmen having to meet 'foemen worthy of their steel.'

Howell's feat of a mile in 2.35 2-5 is wonderful, considering the poor start, and cold, windy day; then again Springfield is a hard place to get low time. Two unofficial watches gave 2.35, two of the official times 2.35 1-5, and one only 2.35 2-5, which was accorded Howell. We always take the longest time.

Now that the safety bicycle is all the rage would-be buyers would consult their own interest by obtaining a copy of that excellent book, *Sturmey's Indispensable Hand-Book to the Safety Bicycle*. It treats of all the various kinds in Sturmey's masterly manner, and can be procured of the *Bicycling World*, Boston.

Wheeling remarks that the greatest curiosity in connection with our sport is a *bona fide* amateur. Guess I'd like to meet one. Bah—I never did believe in male angels, and now—I am convinced the man who races for the love of the sport, exists only on paper. Men in the 19th century are not such durned idiots as they are painted.

Rowe accepted the decision of the referee at Providence, awarding the first prize in the one-mile race to Burnham on the claim of a foul,

with a deal of philosophy. All that he said when the announcement was made to him was: "Well, I am not sorry; for every time Burnham shows that medal it will remind him of being beaten by me."

Col. Albert A. Pope was thrown from his carriage in Brookline, Mass., Sept. 19, and sustained a fracture of the collar-bone, which will incapacitate him from active duty for some time. His horses took fright, and one of the wheels gave way. His little daughter and Chief L. A. W. Consul Wainwright, of Indiana, fortunately escaped injury.

A great injustice has been done J. H. Polhill in his expulsion by the racing board from the amateur ranks; the League thereby loses a gentlemanly member who through ignorance of the law did ride against W. J. Morgan, but who is a thorough amateur at heart. We regret Mr. Polhill's expulsion and think it would be a wise move to reinstate him.

The value of advertising cannot be better illustrated than by the following: The North London Tricycle Club held a race meeting at the Alexandra Park grounds and did no advertising. The attendance was very large, only twenty-four spectators being present. The Springfield Bicycle Club held a meeting, and as the result of advertising over 24,000 were present, or a thousand to one, in favor of advertising.

The Springfield Printing Company had completed the electrotypes for 390 pages of "X. M. Miles on a Bi," September 23, on which day the list of dollar subscriptions stood at 3,180. "Castle Solitude in the Metropolis" proves to be by far the longest chapter in the book, covering no less than 47 pages. "I shall feel thankful if I reach the finish by Thanksgiving Day," is the latest prediction from K. K.

A good story is told at the expense of one of Dorchester's fairest daughters, who took up tricycling during a stay at Cottage City this summer. While out riding one afternoon she had almost resolved to give up trying to learn in disgust at the hard work necessary to propel the machine up a slight grade, when a gentleman, who was passing, informed her that she had been riding all the afternoon with the brake on.

For the convenience of New York wheelmen we have established a subscription agency and have authorized C. M. Ward, 28 Bond street, New York, to receive subscriptions for the GAZETTE.—There yet remains to be found in the sporting circle a monthly as large, newsy, and so devoted to wheelmen's interests, as THE SPRINGFIELD WHEELMEN'S GAZETTE, for the small sum of 50 cents per year. Every wheelman should subscribe.

The managing editor of one of the dailies repeatedly said that the bicycle has proved of very great use to his paper, and a reporter on the *Post-Dispatch* emphasized the remark by saying: "Since I got a wheel my work has become a source of pleasure rather than a task to be got through with. I get more done and do it much quicker than ever before." I don't see why the wheel will not become indispensable to an afternoon paper.

With the September issue of *Cycling*, that paper passes out of existence, having been purchased by THE SPRINGFIELD WHEELMEN'S GAZETTE, and we trust that the old subscribers of *Cycling* will take kindly to the GAZETTE, and that the change

will meet with their hearty approval. *Cyclist* was one of the best papers published in the wheel interests, and, with the new accession to our ranks, we hope to continue in the future to improve as we have in the past.

"Junius, Jr.," in *Wheel Life*, asks the following questions: "What the agreement was between the English contingent at Springfield?" "What H. E. Ducker will say when he sees the English papers?" To which we reply: There was no agreement between the English contingent and the Springfield Bicycle Club. Second, Mr. Ducker thinks that certain English papers have not as much sense as he has been giving them credit for, and their comments are of a frivolous nature.

The international bicycle meet at Leipsic, Germany, during the early part of September, was largely attended. In the Haupt-Rennen race, the event of the programme, distance 10,000 meters (6 1-4 miles), the following were the results: Geo. Lacy Hillier, London (Stanley C. C.), first, by ten meters, in 19m. 14 2-5s., best on record for Germany; the previous record was 19m. 57s.; Johann Pundt, Berlin (Berliner B. C.), second; Josef Schwarz, München, third; Fritz Emberg, Berlin, fourth; Peter Kohout, Prague, fifth.

At 3 p. m., Tuesday, Sept. 3, *Wheel Life* was selling in London, with results of first day's Hartford races. This was the earliest English paper giving results. The *Tricyclist* also had the news on Friday, the 4th. *Wheeling* announced a special edition for Saturday, the 5th. The *Cyclist* came out with an extra giving the races of both days. The papers also issued extras giving full reports of the great Springfield meeting. The large expense borne by those enterprising papers we hope is duly appreciated by the English public.

Wheeling, in speaking of the contemplated visit to the Springfield tournament, says: "This little expedition will, no doubt, lead to something more than a mere interchange of civilities, and a return visit. The more frequently we see each other, the more we shall grow to like each other, of that we have no manner of doubt, and true friendship can only be founded upon this better acquaintance. One other result will be the strengthening of those bonds which already unite the two nations in unity and love, and going forth upon such a mission as this we may feel our bosoms swelling with honest pride, while we pronounce those words of hope and parting once more."

In his farewell to the readers of *Wheeling*, Harry Etherington says: "Looking to the immediate future, we are filled with strong hopes that our men will give a good account of themselves and their nation in the home of their trans-Atlantic cousins. Already words of welcome have been wafted to us, and, from a previous experience, we know that our cousins have a knack of doing much more than they promise, and we have no doubt as to the reception we shall receive. We ask fair play—nay, we need not ask this; we know we shall get it. We hope the best man will win, be he Yankee or Britisher. Our visit will do more to cement the growing friendship between the two cycling nations than anything else could do."

The sketch of "Bone Shaker Days" which appeared in last month's GAZETTE was less than a third of the entire chapter, which covers sixteen pages in "Ten Thousand Miles on a Bicycle,"

and which has been reprinted as a special pamphlet. Karl Kron writes: "Few responses have come to the appeal which I made through your columns last month for the dates of birth of men who have sent me their records for insertion in book. I therefore again ask all such, and all officers of the League higher than consuls, to inscribe those dates on postal cards addressed to the University Building on Washington Square. I will reward them by copies of the Bone-Shaker story above alluded to. In fact I'll send the same to any one who asks for it."

The *Bicycle South* recently said some hard words about us, partly through a misunderstanding, and in a following issue made the following apology, for which the editor will please accept our most hearty thanks. We would recommend a certain *wheel* paper to read, ponder, and reflect. "While aggressive on necessity, we promptly correct any false position we may have assumed, trusting to the justice of our convictions for guidance. Our remarks in last issue directed to THE SPRINGFIELD WHEELMEN'S GAZETTE seem to have been appreciated by that excellent journal, whose promptness in extending the courtesies requested, showed how much we had misconstrued its real motives when governed simply by bare facts. As we have repeatedly stated, our estimation of our neighbor is of the highest, and we try to feel ourselves like the faithful prophet whose usefulness lay in supporting the all-powerful arm of Moses in the common cause."

The libel suit of D. H. Renton against Eugene M. Aaron, editor *L. A. W. Bulletin*, was called in Justice Powers's Court, at West New Brighton, S. I. This case has attracted wide attention among athletes, and especially wheelmen. Mr. Renton is a member of the League of American Wheelmen and the Staten Island Athletic Club. Early last month he went to Pittsburg, Pa., and took part in an exhibition race. Mr. Aaron denounced in his paper the costume worn by Mr. Renton, and called it "indecent and indecorous." Mr. Renton learned that Editor Aaron would pass through New York en route for Springfield, and when he arrived had him arrested for malicious libel. On the justice's desk was a medley of photographs of Renton in the uniform which had been criticised. On the table was the suit and the owner was ready to don it. Word was received from Editor Aaron that he had retained Roscoe Conkling for his counsel, but that the lawyer had not had time to become familiar with the intricacies of bicycling etiquette. The case was adjourned.

A more joyful adieu was never witnessed in the Springfield depot than the responsive one given by a large number of the Springfield Club to the departing wheelmen the day following the close of the tournament. The following illustrate a few of the responses, which were very amusing to the hundreds of spectators. The crowd of departing visitors would cry out as if in one voice— "What's the matter with Springfield?" "It's all right!" "What's the matter with Ducker?" "He's all right!" "What's the matter with Hender?" "He's all right!" "What's the matter with Hengland?" "She's all right!" "What's the matter with Rich?" "He's all right!" "Why do you turn your hat?" "Hit's Henglish, you know!" The last, created a continuous burst of laughter—and so contagious was the fun, that the crowd joined in helping the Springfield wheelmen give the visitors the farewell departing salute—

"What's the matter with our visitors?" "They're all right!" and the train carried away a happy crowd of wheelmen full of songs, and jocular acclamations. Even the "corn-doctor" had to turn his hat, "Hit's Henglish, you know," to the great amusement of the passengers. This incident but illustrates the good will that prevailed during the tournament.

A "Lady Cyclist," writing to *Cassell's Magazine*, says:—"Four years ago a woman on wheels was a rare and conspicuous sight; but to-day there are few parts of England—perhaps I may say of the United Kingdom—where a tricycling maid or matron excites any wonder in the mind of the spectator. Certainly no more delightful means of locomotion was ever placed within my sex's reach. Women are seldom good walkers; their duties and pursuits confine them far more within doors than do those of men, and even those who are most ardent over tennis or archery, think, as a rule, that they have rather achieved a deed of prowess when they have taken a ten-mile walk. But the tricycle gives them at once a means of wandering far afield, of exploring forest glades and heathery moorlands; of finding close to their own familiar haunts beauties hitherto undreamed of, which, without such aid, they would never have been able to discover. We have slowly grown to realize that, in these days of over-brain-work and over-civilization, no medicine but fresh air can calm the restless pulses and soothe the fevered mind, and the tricycle offers to women that panacea for over-wrought nerves and tried tempers. 'Why not ride instead?' asks some one. Certainly, almost all that can be said in praise of the tricycle applies equally to the horse; but while thousands may enjoy the former the latter is within the reach of the rich alone. And it is particularly to the women of the middle class that I wish to recommend the use of the tricycle; that class which suffers most from what we have grown to call the 'little health of women'; the class whose lives are the busiest, and whose minds the most heavily taxed, and who, just in proportion to that taxation and that business, need some relaxation which shall offer them the most complete change and rest from their ordinary occupations."

STAMFORD (CT.) NOTES.

The Solitary Club wishes to purchase a 44-inch Special Facile.

"The Stayer," of the Solitary Club, proposes to ride every day during the coming winter.

Cyclist Wilbur E. Lewis has bought a 38-inch Rudge Safety, and with his neat little machine is "observed by all the observers," and likes the machine much.

Captain O. Jackson, of the Norwalk, Ct., Wheel Club, was in town the other day, on his full nickled Star. They see a good many Stars over at Norwalk, we are told.

It's a pleasure to note the wedding on September 8, of so popular a wheelman as Dr. Clason S. Wardwell, of this place, and Miss Mary Augusta Bradford, of Newport, R. I.

Our wheelmen welcome President Walter J. Michaells, who has recently returned from across the sea, having visited various places in England, on missions of business and pleasure.

As we write, there are active preparations being made by our wheelmen who can get off to attend "the event of the season." We regret that sickness prevents our going, and can only be there in spirit, as it were!

Our old friend of last winter, the Facile, has returned to us again, and is as safe and reliable as ever, and we ride serenely down stony hills that for some time have been unsafe for ordinaries, owing to wash-outs.

We congratulate "the government man" upon his recent appointment to the assistant postmastership of the Stamford office. His being a valiant wheelman will be a guarantee that the round of his duties will be well and faithfully done. Here's our Nell!

A wheelman came over from Norwalk, nine miles, the other day, on a 58-inch wheel that he could only reach by tip-toeing, and in consequence took several falls, and could not keep up with a fellow cycler on a much smaller machine. We hope he learned a lesson.

Mr. A. B. Skelding, of Riverside, and Mr. Fred. Ridabock, of Sound Beach, have bought new Victors, and are genial acquisitions to the ranks of cyclers hereabouts. They are all booked for many delightful runs during the glorious wheeling weather between now and chill winter.

"STAMSON"

DETROIT NOTES.

The membership of the Detroit Bicycle Club is limited to forty members.

There are about two hundred bicycle riders in the city, some of them making very creditable time on the track.

It is the intention of the Detroit Bicycle Club to give one of the largest racing meets ever held in this section of the country in the spring. Racing men, please note.

L. D. Munger, captain of the club, who recently broke the 24-hour road record of America, by riding 211 1-2 miles over the roads in the vicinity of Boston, was given a complimentary supper by the members of the club on his return.

President Bates is one of the steadiest riders that ever mounted a bicycle. When starting he takes a pace that is not broken until the ride is finished. At the dismount he hardly shows the effects of a long ride, although over fifty years of age.

The Detroit Bicycle Club is now officered as follows: President, L. J. Bates; vice-president, D. W. Smith; secretary-treasurer, A. F. Peck; captain, L. D. Munger; lieutenant, C. C. Smith; bugler, J. H. Ames; standard bearer, B. F. Noyes.

"DETROIT."

WHEELING WISDOM FROM OHIO.

The Toledo Bicycle Club has elaborately fitted up its club room on Superior street, Pelton Block. With an increasing membership, numbering at present 16, all League members, its prospects are far brighter this year than a twelve months since. Wheelmen are encouraged to visit its cosy headquarters.

As water seeks its level, so merit and ability approach their worth, and with all due respect to our N. M. Beckwith, M. D., and other able aspirants (if there are any), should it at any time become necessary to make a change in our presidential chair, that executive's mantle could envelop no worthier person than Ohio's Chief Consul, T. J. Kirkpatrick. His earnest devotion to the League's prosperity is familiar to all who

take enough interest in our association to read its papers. His vocation as editor of a prosperous journal enables him to subdue with the pen where his eloquence fails, and the ready indorsement of his loyal subjects conclusively proves "the eternal fitness of things."

An exciting five-mile bicycle race took place Aug. 22 at Canton, Ohio, at Lake View Driving Park, for the championship of the city. The race was won by Frank Menches in 16m. 34 $\frac{1}{2}$ s.; second, W. H. Buchert; third, G. Eyster.

August 27th was the opening day of the Cleveland Bicycle Club's annual meeting. The weather was chilly and the track somewhat heavy, but the racing was excellent nevertheless. A large crowd was present.

The five-mile lap race for amateurs was one of the most exciting of the day. The entries were W. E. Crist, of Washington; D. E. Hunter, of Boston; C. E. Stone, of St. Louis; Karl A. Pardee, of Akron; L. D. Munger, of Detroit; E. L. Landy, of Cincinnati; Geo. F. Snyder and W. F. Knapp, of Cleveland. The track is a quarter mile, and positions were taken at each finish.

The company was too fast for some of the riders and they dropped out. Hunter, Stone, Landy, and Snyder contested for first place until the eleventh lap, when Stone took a header and retired. Landy won the lap, and at once began to show great speed, keeping the lead to the finish and winning in 16.07, fifty yards ahead of Snyder and a lap ahead of Hunter. This is almost as fast as the best five-mile record, 14.51, considering that all previous records have been made on half-mile tracks. Landy was heartily applauded. He wins a Columbia bicycle.

The other races resulted as follows:—

One-mile novice, for a gold medal—W. J. Potter, of Delaware, first; Robert Buck, of Cleveland, second; John Hitchcock, of Jefferson, third. Time, 3.13 $\frac{1}{2}$.

Quarter-mile race—Taylor Boggis, of Cleveland, first; W. N. Eyster, of Canton, second. Time, 0.41 $\frac{1}{2}$.

One-mile tricycle—Clarence Howland, of Akron, first; E. G. Barnett, of Springfield, second. Time, 3.20.

Three-mile race, for \$150—Asa Dolph, of New London, first; John S. Prince, the champion, second. Time, 9.48.

The contest was an exciting one, Dolph leading from the start.

Quarter-mile race—W. F. Knapp, of Cleveland, first; Clarence Howland, C. E. Stone, and Geo. F. Snyder bunched in second place. Time, 0.40 $\frac{3}{4}$.

Mile race, amateurs—C. M. Brown, Greenville, Pa., first. Time, 2.56 $\frac{1}{2}$.

Two-mile handicap—W. F. Knapp, first. Time, 6.26.

Half-mile—L. D. Munger, of Detroit, first. Time, 1.25 $\frac{1}{2}$.

Quarter-mile—C. E. Stone, first. Time, 0.40 $\frac{1}{2}$.

The second day an immense crowd visited the races. The greatest interest centered in the two-mile race for the championship of the League of American Wheelmen. There were five starters, as follows: W. F. Knapp, Cleveland; P. N. Meyers, Covington; C. E. Stone, St. Louis; D. E. Hunter, Boston; and S. P. Hollingsworth, Russiaville, Ind. Hollingsworth took the lead at the start and kept it until the seventh lap, when Hunter forged ahead and passed under the wire, and won the race.

In the middle of the back stretch Stone and Knapp both passed Hunter, and then the struggle began. The heat was dead between Knapp and Stone. The last half mile was made in 1.17 $\frac{1}{2}$, and the last quarter in 38 $\frac{1}{2}$, being the fastest time ever made west of the Hudson river. Time of heat, 5.42 $\frac{1}{2}$.

The tie was raced off by Knapp and Stone, the former winning, but through some misunderstanding Knapp gave Stone another chance.

In the third heat Knapp won by three inches in 7.10.

The results of the other races were as follows:—

One-mile handicap, for amateurs—E. F. Landy, Cincinnati, first. Time, 2.49 $\frac{1}{2}$.

Quarter-mile dash—Taylor Boggis, Cleveland, first. Time, 0.40 $\frac{1}{2}$.

Half-mile in heats—First heat, W. S. Upson, Cleveland. Time, 1.33 $\frac{1}{2}$. Second heat, Karl A. Pardee, Akron. Time, 1.35 $\frac{1}{2}$. Third heat, C. E. Stone, St. Louis. Time, 1.26 $\frac{3}{4}$.

One-mile safety—Clarence Howland, Akron, first. Time, 3.12 $\frac{1}{2}$.

Professional sweepstakes, one-mile—John S. Prince, Washington, first. Time, 3.04 $\frac{1}{2}$.

Two-mile 6.50 class—G. F. Snyder, Cleveland, first. Time, 6.04 $\frac{3}{4}$.

Consolation, one mile—W. E. Crist, Washington. Time, 2.59.

The Hamilton County Fair Society gave the usual annual bicycle races, Aug. 26. They were well attended but owing to the new track and heavy rains poor time was made.

The first bicycle race on the card was a two-mile—first prize, one pair Columbia pedals; second prize, a silver medal. R. C. Gear won in 7.30, and Thos. Wayne second in 7.31 $\frac{1}{2}$.

The second race, a half-mile dash for a nickel hub lamp, was won by D. G. Samitt in 1.44.

The third race, one mile, first prize a gold medal, second prize a Butcher cyclometer, was won by N. L. Pierson in 3.36 $\frac{1}{4}$, C. F. Nagle second in 3.37 $\frac{1}{4}$.

A slow race of one hundred yards for a silver medal was won by B. P. Hollister in 3.54 $\frac{1}{2}$.

For the five-mile race, gold medal to first, silver medal to second, seven wheelmen entered: H. T. Rogers, R. C. Gear, C. F. Nagle, H. Nepper, E. C. Muhlhauser, M. Whiteman and Thos. Wayne. Muhlhauser won in 19.23 $\frac{1}{2}$; Wayne was second in 19.50 $\frac{3}{4}$.

WILLHELM.

Correspondence.

LONG PLAIN, MASS., Aug. 31, 1885.

Editor Springfield Wheelmen's Gazette:

Did it ever occur to the readers of the GAZETTE that there is such a place as Southeastern Massachusetts? Well, there is, and thinking perhaps it may be interesting to some of the readers of the GAZETTE, I will tell you of a bicycle tour that A. L. B., of New Bedford, and your correspondent went on. One morning in the first part of August we started on our tour to Boston, distance about fifty miles. This may seem like a fair run to many riders of the wheel, but to us it seemed quite an undertaking. The morning was fair and cool, and the rain of the day before had laid the dust. At six o'clock we mounted our Columbias, going through the village of Long Plain, consisting of about twenty dwelling houses, the churches, two stores and post office. The roads in this section are sandy but a fair side path answers very well. Riding on about two miles we struck quite

a steep down grade that would have made a fine coast but for the surface being loose with numerous small stones, so we back pedaled down.

Leaving Long Plain in the rear we reached Lakeville, going between the ponds, the Little Quiticus on the left and Great Quiticus on the right; here the road was very poor and being in woods there was no side path, so we walked pushing our machines on before us for half a mile. On reaching the cemetery on the west bank of Assowomsett lake we pushed on some distance along the shore, frequently stopping to quench our thirst in the waters of the lake, which, by the way, is the largest body of fresh water in the State. On the north shore there is a fine oak grove and a good beach; this is quite a popular summer resort for the people of Middleborough, the adjoining town. Pushing on we reached a fork in the roads and took the one for Middleborough, passing by farm houses and pig sties. The good side path enabled us soon to reach Middleborough, which is a large village on the line of the Old Colony Railroad, and has many branches of industry. We stopped here for half an hour, then mounting again pushed on for the next town, Bridgewater. In leaving Middleborough we took the right hand road which took us around on a curve some distance out of our way, but running into the right hand finally, which was the best road. Here your correspondent ran through a covey of young partridges but did not harm any of them. We soon struck a bridge over the Nemasket river, a stream memorable in the King Philip war. A great many interesting sketches of Indian history might be related, as these towns figured quite prominently in the old Indian wars. Bridgewater looked like a very pretty village as we rode through it, and the roads were better this way.

Riding on, Campello was reached and passed, and we arrived at Brockton at twelve o'clock, a distance of thirty miles, actual riding time being four hours. Here being favored with the cyclist's appetite and having gratified it, we called on Dan, the captain of the Brockton Bicycle Club, which by the way is quite a large club. I have been told there are three hundred wheelmen in Brockton. At two o'clock we started again on our journey, the next town on our route being Stoughton. The track now was very good through the pleasant village of Stoughton Center on to North Stoughton, where we stopped for water and to call on some old acquaintances, but were soon rolling over the smooth road. I must here say a few words in regard to the fine roads which with the perfect hygienic saddles made touring a luxury. The roads are not macadamized or otherwise expensively built, but seem to be a mixture of clay and gravel, hard and smooth as a house floor, not a rut in sight. Pedaling on we struck a forest, going about two miles before seeing a house.

Milton's Blue hills rise abruptly on the south side; on the north side there is a branch road off Canton avenue that goes up to the summit, where there is a signal station. This road in places is quite steep, and we were obliged to walk up pushing our machines before us. I think I may safely say ours are the only bicycles that have been on the summit of the Blue hills. These hills are seven hundred and ten feet high and may be called small mountains. The view is very fine; at the north Boston and vicinity are in full view; to the westward lie Canton, Dedham, Mt. Wachusett, and other places; and on a clear day the Green Mountains can be seen.

Leaving the hills we did some spurring on the Blue Hill avenue. In 1884 the Boston cyclers held their fifty-mile road race from Boston to Sharon through Milton, and a better road cannot be found, the beautiful undulating country of Milton giving opportunity for hill climbing and coasting, one hill in particular affording fine coasting for about a mile.

Rolling on, Hyde Park, a suburb of Boston, was reached at six o'clock. This was the end of the tour, a distance of fifty miles from the starting place, actual riding time being six hours. Here we stopped over night and on the afternoon following started homeward, wheeling over the same track to North Stoughton and branching off to the eastward to Brockton, where we took the cars for home after paying extra for carrying our bicycles. Long live the wheel!

F. W. HOWLAND.

Editor Springfield Wheelmen's Gazette:

I am a constant reader of the GAZETTE, and can say frankly that to my mind it is the most readable cycling paper published. I do not intend to speak gushingly, for the GAZETTE isn't perfect; but I shall not criticise, as almost every unintelligent reader assumes the right to do, for the simple reason that my fault-finding wouldn't do a bit of good, unless I should point out a means of improvement, which I am incompetent to do. But there is one thing I don't like about the GAZETTE, not in particular, but in general, and in general and more so of every cycling paper published, viz.: the tendency to "heroize" certain machine records, and the clarion cry of the advertiser in announcing that such and such a machine won certain records. I'm a road-riding wheelman, and do not number a racing man among my friends. I ride a roadster, a machine which suits me, and for that matter, half the wheelmen in America. To begin with, I admit that the best time cannot be made on the poorer grade of machine, nor can the poor rider make the best time on the most perfect wheel possible of construction. Given a light and scientifically built bicycle, and the record depends entirely upon the rider. There are at present upon the American market a half dozen machines upon which the time of a man like John S. Prince would not vary a second, the physical condition of Mr. Prince being identical. Prince and a good wheel do wonders; the same wheel and an inferior man accomplish nothing.

In racing machines preferences must occur; one racer will honestly prefer one make, while an equally expert rival will as thoroughly prefer another. *The man not the machine wins the race;* and yet the alleged fortunate manufacturer of a time-being successful machine will attempt to prove that because his machine was used by Mr. Blank, in a successful race, that not only his make of racing wheel is superior, but that his roadster, if he makes any, is likewise. There can be no doubt that the blind boat builder who constructed the Stiletto is proficient in his special art; but no one with half a mind would think of employing him to build a practical schooner, simply because of his success in building a racing boat. If the principle of the present advertising is correct, *the manufacturer of the winning bicycle, not the man who rides it, is entitled to the prize.* There is a phrase in the getting of records with which the average wheelman is unacquainted, viz.: paid amateurs and professionals. I know of a few facts, but it wouldn't be best for a paper like the GAZETTE, which welcomes the advertisement of

all respectable dealers, to compromise itself by giving names. Some years ago a leading foreign house organized, and kept at home and in this country, a number of paid bicyclists, whose only business was to make and break records, upon the machines of their employer. To-day another well-known foreign house is doing the same thing, and an easily gulled public is getting gulled. One of the largest and most successful companies in England, who makes a specialty of a practical roadster, has never been guilty of this underhand work, and has honestly built up a good business and an enviable reputation, on both sides of the water. The largest bicycle house in America has also kept its inside record clear, and its roadsters are ridden by more than one-half of the unprejudiced intelligent bicyclists in the United States. A roadster and a racer are separate and distinct machines. Records to the dogs! The great majority of wheelmen care nothing for records, even if obtained by unsubsidized riders. The bicycle is to them a means of enjoyment, for exercise, for business. They are guided in their choice of a wheel as an intelligent merchant is guided in the selection of a buggy or carriage; who purchases a vehicle independently, and who does not believe that his excellent gig, if he be a lover of the turf, will go as rapidly over the track with the old mare in the thills, as would go a much inferior vehicle with Maud S. in the traces.

In selecting a bicycle an allopathic dose of old-fashioned common-sense comes in handily.

"MUGWUMP."

READING, PA., Sept. 14, 1885.

Editor Springfield Wheelmen's Gazette:

It is a lamentable fact, that the petty jealousies and dissensions which have at times distracted the League, should exist among clubs composed of wheelmen all resident of the same place. Yet such is the case. I have in my mind's eye several clubs in this part of the country who are in anything but a prosperous condition owing to internal troubles. Of these the Reading Bicycle Club is one. Started with fair prospects, it bade fair to knit our cyclers in one common bond of fellowship; but injudicious management and bickerings have caused its usefulness to wane. Of this the last annual meet, held during our county fair, on September 8, was a direct proof. About a dozen wheelmen participated in the "grand parade" (not a single neighboring club having been invited), and there was but one foreign entry for the races. Other interior cities have successful meets and races, and there is no reason why Reading should not follow the example of Williamsport and Scranton. We shall try what a club composed of a different element, and without the "one man rule" which has been so obnoxious to most of the club members, can do.

The races were not much of a success. The club race (two miles) was won by the same member who won it last year, in a walk-over. Time, 8m. 20s. The half-mile dash was won in 1m. 44s. The time appears slow, but the track is a miserable one, with two heavy grades. It is to be hoped that a decent track may be put down at some future time. Until this is done Reading cannot hope to attract racing wheelmen. The condition of the track at the recent races was all in favor of the Star wheels. Crank riders could not let themselves out, the danger from headers being too great. As it was, Mr. A. A. Gery, one of the starters in the half-mile dash, took a tremendous

header on the first quarter, fortunately with no other result than a number of bruises. His accident was much regretted, as he was depended on to make it warm for the rider who won the race.

An improvement much needed for bicycles, is one which would enable the "happy" cycler to be trundled safely home by his wheel, after a night of hilarity. On the occasion of a supper given by a fellow member to the Reading Bicycle Club, after the close of a road race, week before last, the following item appeared in the local paper next morning: "This morning, about one o'clock, policeman —— found two bicycles in the gutter on Penn Square. They were a 48-inch Expert, and a 54-inch Star. The owners can have same by calling at this office and proving their property." Comment is needless.

The Philadelphia clubs of the C. T. C. take their annual tour on the 21st inst. Route: through Reading and Harrisburg to the historic fields of Gettysburg, and via the Cumberland valley, home again.

Weather stormy. The autumnal equinox seems to be upon us. See you had fine weather for the Springfield meet. Good bye, 2:39! Poor Hennie! Here's success to you next year.

"CYCLE."

SAN FRANCISCO, Aug. 28, 1885.

Editor Springfield Wheelmen's Gazette:

[Have just received word from C. J. Schuster, a member of the "Bay City Wheelmen," of this city, who is traveling in Germany. It may be of interest to wheelmen in general, so I send extract. MOHRIG.]

NURNBERG, BAVARIA, GERMANY, Aug. 3, 1885.

Fellow Wheelmen, B. C. W.:

I am at present enjoying myself in this city, and have made quite a number of runs on the wheel with the German boys. In Dresden, Saxony, the "Dresden Wheelmen" have their own track, one-fourth mile, of clay. The roads throughout Germany are in the best of condition; not a pebble can be found on them, and they are swept daily. Coasting is grand through the forests, and a run by moonlight along the banks of the Elbe, passing castles and ancient buildings, is simply indescribable.

The "Nurnberg Bicycle Club" holds its annual meeting on August 20. I would certainly attend if I was not obliged to leave before. They expect two thousand wheelmen in the parade. I gave an exhibition of fancy riding on the N. B. C. track this afternoon; they thought it was immense. Very little fancy riding is done by them, they like runs much better.

I go this evening to Munich, from there to Vienna, and thence to Berlin. I will try to meet Fred Cook at Springfield if no delay occurs.

Yours truly,

CLEMENT J. SCHUSTER, B. C. W.

READING, PA., Sept. 1, 1885.

Editor Springfield Wheelmen's Gazette:

Cycling has been quiet in this section this season. Last year the fever ran into a craze, but there have been very few additions to our ranks during 1885. One great drawback we have to contend against is the very poor roads and streets which the wise (?) forethought of our very conservative legislators provides us with. We have naturally a very hilly country, and when you add a poor surface to a steep acclivity it tells forcibly against the advance of the wheel. The bicycle,

again, has not yet fairly gotten beyond the stage at which it is regarded as a toy; or at best as only fitted for a boy's use. Out of some seventy-five riders, only about half a dozen are over twenty-five. Our bicycle club has been responsible for this to some extent, but an effort is now being made to organize a new club, to be composed of older men.

Is a railroad company responsible for a bicycle lost while in transit? As a case in point, Mr. A. A. Gery, of this city, visited Ocean Grove two weeks since, and, on his return, paid the agent at that point the usual charge made by the Penna. R. R. Co. for a wheel accompanied by its owner; but they gave no check or memorandum, simply labeling it for Reading. That was the last Mr. Gery has seen of his bicycle; and persistent inquiry of the railroad officials merely results in the reply that it is being traced. Mr. Gery was in training for the races which take place at the annual meet during the county fair on the 8th of September, and by this accident he is deprived of the use of his wheel and cannot enter.

Should a mere apology from the railroad company cover this case?

Of our annual races next week, more anon.

"CYCLE."

Among the Clubs.

THE CHICAGO BICYCLE TRACK ASSOCIATION have arranged the following programme for the two days' race meeting to be given October 16 and 17. The prizes for amateurs and professionals are costly and liberal, and the various events are calculated to bring out all that is most exciting and interesting in bicycle racing. First day, Friday, October 16: 1-mile novice; 1st prize, silver handle silk umbrella; 2d, bicycle rifle. 5-mile Illinois division championship; division medal. 1-mile, open to all amateurs; 1st prize, gold watch; 2d, pearl opera glass. 1-mile professional; 1st prize, \$100; 2d, \$30; 3d, \$15; \$50 added if the record is beaten. 2-mile open to all amateurs; 1st prize, a bicycle; 2d, gold cuff buttons. 1-mile safety, wheels not over 40 inches; 1st prize, bronze clock; 2d, dressing case. 3-mile, open to all amateurs; 1st prize, diamond ring; 2d, scarf pin. 1-mile tricycle, Illinois division championship; division medal. 100-yard slow, Illinois division championship; division medal. 10-mile professional; 1st prize, \$75; 2d, \$30; 3d, \$15; \$50 added if record is beaten. Second day, Saturday, October 17: 20-mile; Columbia Cup. 2-mile professional; 1st prize, \$75; 2d, \$30; 3d, \$15; \$50 added if record is beaten. 5-mile, open to all amateurs; 1st prize, gold watch; 2d, bicycle photographic outfit. Fancy riding, Illinois division championship; division medal. 1-mile Illinois division championship; division medal. 1-mile, open to all amateurs; 1st prize, bicycle; 2d prize, complete outfit of silk tights. 5-mile professional; 1st prize, \$75; 2d, \$30; 3d, \$15; \$50 added if record is beaten. 3-mile tug of war; special prize. 1-mile tricycle; 1st prize, fine music box; 2d, gold watch chain. 1-mile consolation; 1st prize, bronze clock; 2d, silver chronograph; 3d, L. A. W. pin; 4th, silk umbrella.

THE BERKSHIRE COUNTY WHEELMEN'S (Pittsfield) entertainment on Sept. 15 at the Rink, was a complete success—more than 1,000 people were in attendance, and the whole proceeding was a credit to the boys. The fancy riding by George

Nash, the champion bicycle rider, was the best ever seen in this city, and he would meet with a hearty reception if he should come here again. There was also a five-mile skating race between Will Smith, of this city, and Art. Nichols, of North Adams. It was a regular walk-over for the Pittsfield boy. Dancing was enjoyed until a late hour, and everybody went home with the impression that the bicycle boys were the "stuff." The entertainment was a financial success, and will more than replace the loss at the tournament held last month; and, contrary to the item in one of our wheel papers, we shall have a new carpet and shall fix up the club rooms for the coming long winter.



MEMORIAL ON THE DEATH OF COLA E. STONE.

The loss sustained in the unexpected death of Cola E. Stone is confined to no individual nor body. To all wheelmen especially it comes home with a sense of personal bereavement. It is fitting, therefore, that the Missouri Bicycle Club should put on record its recognition of his worth, and the sympathy of its members with his bereaved relatives. One of the pioneers of wheeling in this city, the one who carried its banners far to the front, he has the enviable honor of having done more to popularize with its people this excellent form of recreation than any other; it might not be an exaggeration to say than all others. Nor is his fame limited to St. Louis. His unbounded energy, his daring yet safe riding, his pluck and endurance, have made his name known wherever is found a devotee of the sport.

But these are not the considerations that endeared Cola Stone to his brother wheelmen in this city. For these reasons we were proud of him. But pride alone would never call forth the marked evidences of grief which have been seen since death claimed our comrade. It was his lovable, manly character that bound him to us. Seldom do we see mingled in one nature such fearless independence and such almost womanly gentleness. Quick to resent an injury, he was still one of the readiest to forgive. Prompt to stand up for his own rights, he was equally quick to recognize and protect the rights of others. Like a lion when roused, he nevertheless had one of the most childlike of dispositions. Ordinarily re-

served and reticent, he yet had a charming fund of humor, and was brilliant at repartee.

It is not easy to feel reconciled to his early death. His life was so full of promise. He was so strong, so athletic, so active—such a picture of physical beauty and power. He entered into all life's occupations and sports with so much zest and such a keen appreciation of their delights. In a word, he was such a splendid specimen of our American youth that the blow seems almost cruel. We vainly seek to solve this problem. We can but humbly bow to the inevitable, and repress as best we may the fond repinings that struggle for utterance. To those bound to him by the dearest of ties, his mourning parents, brothers, and sisters, we tender our heartfelt sympathy.

[The above resolutions were adopted at a meeting of the Missouri Bicycle Club, and a copy engrossed and sent to the family of the deceased.]

[Written for THE WHEELMEN'S GAZETTE.]

A ROMANCE.

BY T. W. E.

A cyclist, "tired" of single life,
Soon took a mental "header,"
O'er a resolve to win a wife—
To woo a girl, and wed her.

"No 'Safety' on my lonely way,
Dangers appear at random;
I'll ask her now to name the day
And journey on in 'tandem.'"

He "spoke" to her in accents low:—
"Star" of my life," he said,
"Wilt thou be mine, for weal or woe?"
She blushed, and hung her head.

"Were't olden time, and I a knight
In 'Royal Mail' attired,
I'd 'Challenge' 'Victor' in the fight,
For heart and hand desired."

"But in 'Columbia's' land we live,
A land of mutual pride;
Thrice blessed to me, if it will give
You to me as my bride."

"This 'Extraordinary' news,"
She said, in sweetest tone,
"Tells me of love, I'll not refuse,
Because you have my own."

And then the blushes seek her face,
Beneath her "Ideal's" view;
It seems there must, in that swift race,
Be "records" broke anew.

"You'll not beg 'Rudge' me one sweet kiss,
Now we're engaged?" he said;
I need not tell you more than this—
Suffice it, they were wed.

STUFFED VEAL—A CYCLING TRAGEDY

Two lovers knelt at a maiden's feet,
And each was a graceful riderman,
The calves of one were plump and sweet,
The other's were on the spider plan.

The haughty maiden tossed her head
And scorned the slim-shanked riderman.
"May the sun shine green on the day I wed
A man with calves on the spider plan."

Fast to the turgid flood he hied,
The poor rejected riderman,
And ere he plunged he wildly cried:
"Ah! woe is me for the spider plan."

So the maid and the calfy knight were wed,
Nor mourned she for him of the spider plan;
But, ah! when before he laid him in bed,
The calves slipped away from her riderman.

Then to the turgid flood she hied,
The prey of the faithless riderman,
And ere she plunged she wildly cried:
"Ah! woe is me for the spider plan."

—Buffalo Express.

THE SPRINGFIELD WHEELER'S GAZETTE.

RACE MEETINGS.

PENNSYLVANIA DIVISION L. A. W. (SCRANTON, PA.)

Date of Meeting, July 23.

OFFICERS.—*Referee*, E. M. Aaron of Philadelphia; *Judges*, Ewing L. Miller of Philadelphia, George Dakin of Buffalo, N. Y., H. S. Wood of Philadelphia; *Timer*, J. N. Richards of Scranton; *Starter*, Fred C. Hand of Scranton; *Clerk of Course*, Frank D. Watts of Scranton. *Attendance*, 1,500.

One-Half Mile Novice

H. P. Simpson, Scranton, Pa.,	Time, 1.35
M. J. Corbett, Binghamton, N. Y.	
J. B. Rogers, Binghamton, N. Y.	

One-Mile Open

Joseph Powell, Smithville, N. J.,	Time, 3.05
T. R. Finley, Smithville, N. J.	3.06 1-2
D. H. Renton, New York.	

Half-Mile for Boys.

Alex. Brown, Scranton, Pa.,	Time, 1.57
Chas. Raub, Scranton, Pa.	
W. A. Kammer, Scranton, Pa.	

Three-Mile State Championship.

J. R. Schlager, Scranton, Pa.,	Time, 9.35 1-2
L. J. Kolb, Philadelphia, Pa.	
M. J. Bailey, Philadelphia, Pa.	

One-Mile Club Handicap.

J. R. Schlager, Scranton, Pa.,	Time, 3.03
S. Mott, Scranton, Pa.	
H. P. Simpson, Scranton, Pa.	

One-Mile Ride and Run.

H. C. Hersey, Elmira, N. Y.,	Time, 4.29 1-4
C. B. Ripley, Hartford, Ct.	
W. H. Stone, Binghamton, N. Y.	

Two-Mile Open.

Joseph Powell, Smithville, N. J.,	Time, 6.29
T. R. Finley, Smithville, N. J.	
D. H. Renton, New York.	

One-Mile State Championship.

J. R. Schlager, Scranton, Pa.,	Time, 3.07 1-2
L. J. Kolb, Philadelphia, Pa.	
W. J. Staley, Philadelphia, Pa.	

Five-Mile Handicap.

Joseph Powell, Smithville, N. J.,	Time, 17.20 3-4
C. B. Ripley, Hartford, Ct.	

One-Mile Consolation.

L. J. Kolb, Philadelphia, Pa.,	Time, 3.17
M. J. Bailey, Philadelphia, Pa.	
W. J. Staley, Philadelphia, Pa.	

The meeting of the division was held in connection with the Scranton Bicycle Club, and was a highly successful and enjoyable affair.

WEEDSPORT BICYCLE CLUB.

Date of Meeting, August 12. Postponed meeting, August 22. *Track*, clay, 2 laps to a mile. *Weather*, August 12, stormy, August 22, fair. *Wind*, light both days.

OFFICERS.—*Referee*, Dr. A. G. Coleman of Canandaigua, N. Y.; *Judges*, W. S. Bull of Buffalo, N. Y., Francis L. Hughes of Rochester, N. Y.; *Timer*, O. E. Higley of Weedsport, N. Y.; *Starter*, C. C. Teall of New York, N. Y.; *Clerk of Course*, H. E. Rheubottom of Weedsport, N. Y.; *Secretary*, W. R. Brock of Weedsport, N. Y.: *Attendance*, good—about 600.

AUGUST 12.

One-Half Mile Novice.

H. D. Brown, Weedsport, N. Y.,	Time, 1.39
Geo. E. Maier, Rochester, N. Y.,	1.40
H. L. Bailey, Moravia, N. Y.,	1.40 1-2

One-Mile Club Championship.

J. R. Rheubottom, Jr., Weedsport,	Time, 3.33 1-2
H. D. Brown, Weedsport,	3.35

One-Mile Open.

H. C. Hersey, Elmira, N. Y.,	Time, 3.17
C. A. Smith, Rochester, N. Y.,	3.20
Peter J. Dukelow, Rochester, N. Y.,	3.22

Half-Mile Time Race, Time 1.50.

J. R. Rheubottom, Jr., Weedsport, N. Y.,	Time, 1.50 3-4
C. A. Smith, Rochester, N. Y.,	1.51
Edward Leonard, Auburn, N. Y.,	1.48

One-Mile Cayuga County Championship.

J. R. Rheubottom, Jr., Weedsport, N. Y.,	3.27
Edward Leonard, Auburn, N. Y.,	3.30
Joseph Dyer, Auburn, N. Y.,	3.31

Postponed meeting, AUGUST 22.

One-Mile Open.

D. E. Hunter, Boston, Mass.,	Time, 3.13 1-2
J. R. Rheubottom, Jr., Weedsport, N. Y.,	3.14
C. J. Conolly, Rochester, N. Y.,	3.15 1-2

Two-Mile Open.

D. E. Hunter, Boston, Mass.,	Time, 6.37
C. J. Lund, Rochester, N. Y.,	6.39 1-2
J. R. Rheubottom, Jr., Weedsport, N. Y.,	6.40
1st mile 3.15.	

One-Mile Hands Off

J. R. Rheubottom, Jr., Weedsport, N. Y.,	Time, 3.50
C. J. Conolly, Rochester, N. Y.,	3.59

Five-Mile Record, L. A. W. Members only.

D. E. Hunter, Boston, Mass.,	Time, 18.41 1-2
C. J. Lund, Rochester, N. Y.,	18.07
J. R. Rheubottom, Jr., Weedsport, N. Y.,	19.34 1-2

Time by Miles.—3.12, 6.47, 10.28, 14.06, 18.07.

One-Mile Consolation.

C. J. Conolly, Rochester, N. Y.,	Time, 3.35 1-2
Geo. E. Maier, Rochester, N. Y.,	3.37 1-2
Joseph Dyer, Auburn, N. Y.,	3.38

The first five races were run Aug. 12, the Cayuga County championship being finished in a heavy fall of rain; the heavy rain of the night of the 21st made the track too soft for fast time, on 22d.

CLEVELAND (OHIO) BICYCLE CLUB.

Date of Meeting, August 27 and 28. *Track*, cinder; four laps to a mile. *Weather*, fair.

OFFICERS.—*Referee*, J. D. Pugh of Cleveland, O.; *Judges*, J. R. Dunn of Massillon, O., C. J. Burton of Akron, O., and H. R. Payne of Cleveland, O.; *Timers*, Alfred Ely of Cleveland, O., A. G. Garford of Elyria, O., and Lewis Uhl of Cleveland, O.; *Attendance* for the two days, 3,000.

FIRST DAY—THURSDAY, AUGUST 27.

One-Mile Novice.

W. S. Upson, Cleveland, Ohio,	Time, 3.13 1-2
Robert Buck, Cleveland, Ohio,	
John Hitchcock, Jefferson, Ohio,	

Five-Mile Lap Race.

E. F. Landy, Cincinnati, Ohio,	Time, 16.07
D. E. Hunter, Boston, Mass.,	
G. T. Snyder, Cleveland, Ohio,	

Time by Miles.—1st, 2.55 1-2; 2d, 6.02; 3d, 9.21 1-5; 4th, 12.44; 5th, 16.07.

One-Fourth Mile.

Cola E. Stone, St. Louis, Mo.,	Time, 0.40 1-5
W. F. Knapp, Cleveland, Ohio,	
W. E. Crist, Washington, D. C.	

One-Mile Tricycle.

Clarence Howland, Akron, Ohio,	Time, 3.20
E. G. Barnett, Springfield, Ohio,	

Three-Mile Professional Handicap.

Asa Dolph, New London, Ohio, 3 seconds,	Time, 9.48
J. S. Prince, Washington, D. C., scratch.	

Time by Miles.—1st, 3.04 1-2; 2d, 6.30; 3d, 9.48.

One-Mile 3.20 Class.

C. M. Brown, Greenville, Pa.,	Time, 2.56 4-5
W. S. Upson, Cleveland, Ohio,	
L. D. Munger, Detroit, Mich.,	

Two-Mile Handicap.

W. F. Knapp, Cleveland, Ohio, 10 seconds,	Time, 6.06
I. F. Landy, Cincinnati, Ohio, 15 seconds.	
S. P. Hollingsworth, Russiaville, Ind., 25 sec.	

Time by Miles.—1st, 2.59; 2d, 6.06.

One-Half Mile 1.30 Class.

L. D. Munger, Detroit, Mich.,	Time, 1.25 4-5
M. Wainwright, Noblesville, Ind.	

Time by Quarters.—1st, 0.43; 2d, 1.25 4-5.

SECOND DAY—FRIDAY, AUGUST 28.

One-Mile Handicap.

E. F. Landy, Cincinnati, Ohio, 10 seconds,	Time, 2.49 1-4
C. M. Brown, Greenville, Pa., 10 seconds.	
G. D. Snyder, Cleveland, Ohio, 5 seconds.	

One-Fourth Mile Fifty Second Class.

Taylor Boggis, Cleveland, Ohio,	Time, 0.40 1-2
Lindell Gordon, St. Louis, Mo.	
E. F. Landy, Cincinnati, Ohio,	

One-Half Mile.

Cola E. Stone, St. Louis, Mo.,	Time, 1.26 3-4
D. E. Hunter, Boston, Mass.	
K. A. Pardee, Akron, Ohio,	

One-Mile Safety.

Clarence Howland, Akron, Ohio,	Time, 3.12 1-4
W. H. Wetmore, Cleveland, Ohio.	

Two-Mile L. A. W. Championship.

W. F. Knapp Cleveland, Ohio,	Time, 7.10
Cola E. Stone, St. Louis, Mo.	

One-Mile Professional Handicap.

John S. Prince, Washington, D. C., scratch,	Time, 3.04 1-4
Asa Dolph, New London, Ohio, 1 1-2 seconds.	

Two-Mile 6.50 Class.

G. D. Snyder, Cleveland, Ohio,	Time, 6.04 3-5
W. S. Upson, Cleveland, Ohio.	
C. M. Brown, Greenville, Pa.	

Time by Miles.—1st, 3.06 1-2; 2d, 6.04 3-5.

One-Mile Consolation.

W. E. Crist, Washington, D. C.,	Time, 2.59 3-4
F. P. Bradley, Chicago, Ill.	
J. Kerch, Canal Dover, Ohio.	

CONNECTICUT (HARTFORD) BICYCLE CLUB.

Date of Meeting, September 2 and 3. *Track*, clay, trotting, 1 lap to a mile. *Weather*, fair. *Wind*, strong, blowing up back stretch.

OFFICERS.—*Referee*, Stephen Terry, of Hartford, Ct.; *Judges*, T. J. Kirkpatrick of Springfield, Ohio, N. P. Tyler of New Haven, Ct., A. E. Patterson of Boston, Mass.; *Timers*, T. J. Vail of Hartford, Ct., F. J. Whittemore of Hartford, Ct., Henry Kennedy of Hartford, Ct.; *Starter*, Geo. H. Burt of Hartford, Ct.; *Clerk of Course*, F. E. Belden of Hartford, Ct.; *Attendance*, 5,000 first day, 3,000 second day.

One-Mile Open.

Percy Furnivall, London, England,	Time, 2.48 1-5
E. P. Burnham, Newton, Mass.,	" 2.48 2-5
Joseph Powell, Smithville, N. J.	

Time by Quarters.—1st, 0.46 3-4; 2d, 1.35; 3d, 2.15.

One-Mile Novice.

D. W. Rowlston, Worcester, Mass.,	Time, 3.08 4-5
E. E. Smith, East Hartford, Ct.,	" 3.10 3-5
F. G. Warner, New York.	

Time by Quarters.—1st, 0.44 1-4; 2d, 1.39 3-4; 3d, 2.31 1-2; 4th, 3.08 4-5.

One-Mile Tricycle.

R. Chambers, Birmingham, England,	Time, *3.09
R. Cripps, Nottingham, England,	" 3.09 2-5
W. N. Winans, Springfield, Mass	

Time by Quarters.—1st, 0.45 1-4; 2d, 1.36 1-4; 3d, 2.31 1-4; 4th, *3.09.

Five-Mile Professional.

R. Howell, Leicester, England,	Time, 15.44
F. Wood, Leicester, England,	" 15.44 1-5
W. M. Woodsdale, Chicago, Ill.	

Time by Miles.—1st, 2.59; 2d, 6.08; 3d, 9.27 1-5; 4th, 12.42 3-4.

Five-Mile State Championship.

Lewis A. Miller, Meriden, Ct.,	Time, 16.40 2-5
F. I. Ives, Meriden, Ct.,	" 16.41 1-5
H. E. Bidwell, East Hartford, Ct.	

One-Mile Ride and Run.

C. B. Ripley, Hartford, Ct.,	Time, *4.23
W. I. Foster, Meriden, Ct.	
T. R. Finley, Smithville, N. J.	

Time by Quarters.—1st, Foster, 1.07; 2d, Foster, 2.13 1-5; 3d, Foster, *3.37 1-5.

Ten-Mile Record.

R. H. English, Newcastle, England,	Time, 31.01 1-5
Percy Furnivall, London, England.	
M. J. V. Webber, Ryde, England.	

Time by Miles.—1st, 2.59 1-2; 2d, 6.00; 3d, 9.06; 4th, 12.17 1-2; 5th, 15.28; 6th, 18.36; 7th, English, *21.41 1-2; 8th, 24.51; 9th, English, *28.00.

Three-Mile 9.45 Class.

C. P. Adams, Springfield, Mass.,	Time, 9.03 3-4
J. Illiston, Hartford, Ct.,	" 9.04 3-4
Chas. E. Titchener, Binghamton, N. Y.	

One-Mile Tug-of-War.

Meriden Wheel Club Meriden, Ct.,	11 points
East Hartford Wheel Club,	10 points

SECOND DAY, THURSDAY, SEPTEMBER 3.

One-Mile Three-Minute Class.

Wm. A. Rowe, Lynn, Mass.,	Time, 2.47
F. F. Ives, Meriden, Ct.,	" 2.47 1-5
F. R. Cook, San Francisco, Cal.	

Five-Mile L. A. W. Championship.

Wm. A. Rowe, Lynn, Mass.,	Time, 15.58 3-4
Geo. E. Weber, Smithville, N. J.,	" 15.59 1-2
L. A. Miller, Meriden, Ct.	

Time by Miles.—1st, 3.10 1-2; 2d, 6.14; 3d, 9.33 3-4; 4th, 12.50 1-4.

COLUMBIA* RECORDS!

THE AMATEUR BICYCLE RECORD OF THE WORLD, ONE MILE IN 2.38 3-5, BY WM. A. ROWE.

At St. Louis, Sept. 30.

THE FASTEST MILE EVER RIDDEN UPON AN AMERICAN-MADE BICYCLE, 2.37, BY JOHN S. PRINCE,

In the 1-mile Handicap Race at Springfield, Sept. 8.

SPRINGFIELD, Sept. 8, 9, 10.

4 FIRST
5 SECOND
8 THIRD PRIZES AND POSITIONS!

The 1-mile Amateur Handicap won by Wm. A. Rowe from the scratch, in 2.41,—the Best Amateur Record on the Springfield Track. Mr. Rowe, on his COLUMBIA RACER, also made a better average than any other American rider, and ahead of all English riders except one.

HARTFORD, Sept. 2, 3.

6 FIRST
3 SECOND
4 THIRD PRIZES AND POSITIONS!

5-mile L. A. W. Championship, by Wm. A. Rowe.

3-mile and 5-mile Connecticut State Championships, by L. A. Miller.

PROVIDENCE, Sept. 23.

4 FIRST
3 SECOND PRIZES AND POSITIONS!

First Place in All Open Bicycle Events won on COLUMBIAS.

2.39 $\frac{3}{4}$ by Wm. A. Rowe in 1-mile Open.

ST. LOUIS, Sept. 25, 26.

12 FIRST
4 SECOND
5 THIRD Prizes and Positions!

Two-Thirds of All Races won on COLUMBIAS.

CHICAGO, Aug. 15.

21- to 25-mile Bicycle Records Broken

By N. H. VAN SICKLEN.

BINGHAMTON, N.Y., Sept. 15.

Every Open Event Taken on COLUMBIA RACERS.

ROCHESTER, N.Y., Sept. 17.

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4 SECOND PRIZES AND POSITIONS!

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Notwithstanding the above excellent result of GOOD MEN UPON GOOD BICYCLES, of more practical value to the 90 and 9 Wheelmen is the fact that the majority of the American Wheelmen purchase COLUMBIA BICYCLES AND TRICYCLES, because they are PRE-EMINENTLY ROAD MACHINES, with an Ease of Running and Durability which have faithfully stood the test of eight years upon every grade of road and under all supposable conditions.

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WORLD'S 2.35³/₅ RECORD

MADE BY F. WOOD AT SPRINGFIELD, SEPTEMBER 8,

— ON A —

GENUINE HUMBER

ALL THE PRINCIPAL EVENTS,

Both at Hartford and Springfield, whether Bicycle, Tricycle, or Tandem, were won by Messrs. Turnball, English, Cripps, Weston, James, and Fred Wood, all of whom rode

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The World's Record on a GENUINE HUMBER Tricycle!

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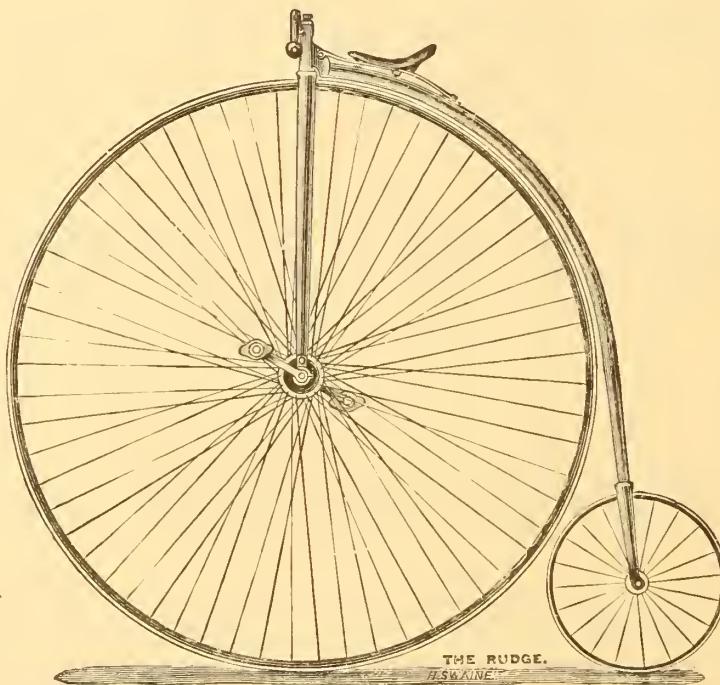
2.31 $\frac{2}{5}$!



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RUDGE
SAFETY,

2.43 !



We regret that we have not space to insert all of our other Records; suffice it to say that we have EVERY RECORD, INCLUSIVE, from

3 TO 20 MILES !

Sole United States Agents,

STODDARD, LOVERING & CO.

152 to 158 Congress Street, BOSTON, MASS.

One-Mile Professional.

F. Wood, Leicester, England,	Time, 2.50
R. Howell, Leicester, England,	2.50 1-5
R. James, Birmingham, England.	
<i>Time by Quarters</i> —1st, 0.45 1-4; 2d, 1.28; 3d, 2.12 1-2.	
<i>Three-Mile Open.</i>	

Percy Furnivall, London, England,	Time, 9.00 1-5
M. J. V. Webber, Ryde, England,	. 9.01
H. W. Gaskell, London, England.	
<i>Time by Miles</i> —1st, 3.05 1-2; 2d, 6.07 1-4.	
<i>Three-Mile Tricycle.</i>	

R. Chambers, Birmingham, England,	Time, *10.04
R. Cripps, Nottingham, England,	10.04 2-5
<i>Time by Miles</i> —1st, 3.17; 2d, 6.51 1-2.	
<i>One-Mile to beat</i> 2.39.	

R. H. English, Newcastle, England,	Time, 2. 44 1-2
E. P. Burnham, Newton, Mass.,	2.45 4-5
R. Cripps, Nottingham, England.	
<i>Time by Quarters</i> —1st, 0.42 3-4; 2d, 1.21 3-4; 3d, 2.06 3-4.	
<i>Three-Mile State Championship.</i>	

L. A. Miller, Meriden, Ct.,	Time, 9.50
F. F. Ives, Meriden, Ct.,	9.50 1-4
H. E. Bidwell, East Hartford, Ct.	
<i>Time by Miles</i> —1st, 3.12 1-2; 2d, 6.35 3-4.	
<i>One-Mile Safety.</i>	

R. Chambers, Birmingham, England,	Time, *2.57 1-2
A. P. Engleheart, Croydon, England,	2.58
T. R. Finley, Smithville, N. J.	
<i>Time by Quarters</i> —1st, 0.46 1-2; 2d, Engleheart, *1.28 1-2; 3d, Engleheart, *2.14 3-4.	
<i>Ten-Mile Professional.</i>	

R. Howell, Leicester, England,	Time, 31.59 1-2
F. Wood, Leicester, England,	32.00
R. A. Neilson, Boston, Mass.	
<i>Five-Mile Open.</i>	
<i>One-Mile Consolation.</i>	

A. O. McGarrett, Springfield, Mass.,	Time, 3.00 1-4
D. H. Renton, New York,	3.01 1-4
<i>The Connecticut division L. A. W. held its meeting on same dates and gave a fine parade on the morning of the first day.</i>	
<i>As this was the first meeting of our fliers with the Englishmen fast time was looked for, but the track was not in as good condition as last year, and the wind was blowing a perfect gale, rendering fast time impossible. As it was several of the records had to go, these being marked with an asterisk.</i>	
<i>TROY (N. Y.) BICYCLE CLUB.</i>	

Date of Meeting, September 3. *Track*, clay, one lap to a mile. *Weather*, fine. *Wind*, strong.

Officers—*Referee*, George R. Bidwell, of New York; *Judges*, J. W. Clute, W. Gardener, Joshua Reynolds; *Timers*, J. O. Wood, D. S. Dodge, E. J. Wheeler; *Starter*, Dr. C. H. Gabeler; *Clerk of Course*, W. M. Thiessen; *Umpires*, J. L. Thiessen, M. R. Kelly; *Attendance*, 15,000.

One-Mile Novice.

George P. Darling, Troy, N. Y.,	Time, 3.35
H. P. Cole, Troy, N. Y.,	3.36 2-5
Paul Bigelow, New Haven, Ct.	

Half-Mile Club.

A. P. Dunn, Troy, N. Y.,	Time, 1.36
A. F. Edmunds, Troy, N. Y.,	1.36 2-5
T. B. Collins, Troy, N. Y.	

One-Mile Tricycle.

Clarence Howland, Akron, O.,	Time, 3.54
Rudolph Bestle, Troy, N. Y.,	4.47 3-5
J. G. Burch, Jr., Albany, N. Y.	

Five-Mile Club Championship.

A. P. Dunn, Troy, N. Y.,	Time, 19.12
J. O. Wood, Jr., Troy, N. Y.	19.25

One-Mile Open.

J. R. Rheubottom, Weedsport, N. Y.,	Time, 3.09
H. L. Burdick, Albany, N. Y.,	3.10 2-5
Clarence Howland, Akron, Ohio,	3.20

Two-Mile.

T. B. Collins, Troy, N. Y.,	Time, 7.11
W. J. Wyley, Troy, N. Y.,	7.15 2-5
George B. Friday, Troy, N. Y.,	7.16

One-Mile Without Hands.

J. R. Rheubottom, Weedsport, N. Y.,	Time, 3.25
A. F. Edmunds, Troy, N. Y.,	3.25 1-2
H. L. Burdick, Albany, N. Y.,	3.27

One-Mile Professional.

Three-Mile Record.

Three-Mile Open.

Three-Mile Dash, Open.

Three-Mile Consolation.

One-Mile Consolation.

THE SPRINGFIELD WHEELER'S GAZETTE.

One-Mile College Championship of N. E.

Frank L. Dean (Harvard), Worcester, Mass.,	Time, 2.56
W. E. Keach (Brown), Valley Falls, R. I.,	3.05 3-4
C. D. Cook (Brown), Paterson, N. J.,	3.06
Time by Quarters.—0.47, 1.25 1-2, 2.09, 2.56.	

Two-Mile Professional.

Robert A. Neilson, Boston, Mass.,	Time, 5.53 1-2
F. J. McLane, Fall River, Mass.,	6.26 1-2
Time by Quarters.—0.46, 1.28 3-4, 2.09, 2.51, 3.39, 4.22 1-2,	

5.09, 5.53 1-2.	<i>Half-Mile Exhibition Tricycle.</i>
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John Williams, Dorchester, Mass.,	Time, 1.41 3-4
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One-Mile Providence Club Championship.

J. W. McAuslan, Providence, R. I.,	Time, 3.47
Geo. R. McAuslan, Providence, R. I.,	3.59
V. W. Mason, Jr., Providence, R. I.,	
Time by Quarters.—0.46 1-2, 1.46, 2.49 1-2, 3.47.	

Three-Mile Lap Race.

W. A. Rowe, Lynn, Mass.,	Time, 8.57 1-4
E. P. Burnham, Newton, Mass.,	9.00 1-4
C. E. Kluge, Jersey City, N. J.,	
Time by Miles.—2.54, 5.47 3-4, 8.57 1-4.	

One-Mile for Stars only.

Geo. R. McAuslan, Providence, R. I.,	Time, 3.28 3-4
C. H. Townsend, Willimantic, Ct.,	3.35

One-Mile Consolation Race.

D. W. Rowlston, Worcester, Mass.,	1.
W. W. Kelly, Fall River, Mass.,	2.
W. A. McAuslan, Providence, R. I.,	3.
George W. Whitehead, Fall River, Mass.,	4.
M. Scott, Providence, R. I.,	5.

Time by Quarters.—0.50 3-4, 1.38 3-4, 2.31 3-4, 3.28 3-4.

This was the first attempt of the Providence Bicycle Club at a tournament on a large scale and was a grand success, reflecting great credit on the club and its officers.

•••

THE SPRINGFIELD TOURNAMENT.

THIRD ANNUAL REVISION OF THE RECORDS.—

MAGNIFICENT RACING AND A GENERAL BREAKING OF RECORDS.

The fourth annual tournament of the Springfield Bicycle Club was held on Hampden Park, Springfield, Mass., September 8, 9, and 10, 1885, and was a grand success in every way, as to numbers in attendance, fine racing, and the making of a new set of records for the world. Our British cousins came over in full force and proved their superiority in racing to our American riders, riding in such marvelous time that England to-day stands aghast and cannot believe the reports of the performances of her racing men. We do not say that the American riders are not fast, for to-day America holds more fast men than England,—men who can make their mile in the forties every day,—but our riders were thoroughly outwitted, they could ride fast, they had the speed, but they lacked the knowledge and training in racing which our English cousins possessed. However, with the experience gained this year, we confidently believe that we may be able to lead our brethren of the wheel across the tape in our share of races in the future.

The Springfield tournament being the largest bicycle meeting in the world for 1885, and the most important in the history of bicycling, we have compiled a very complete and accurate report of it, omitting the embellishments which usually characterize such reports and endeavoring to give the results as a matter of record in a concise and convenient form. In the following tables the men are numbered one, two, etc., denoting their order on the track, number one being the pole man. The figures following give the position of the men in passing the half-mile post, thus enabling our readers to see at a glance how the men ran, and to follow them through the race. For convenience in comparison, we have adopted the plan of placing after each race, where the

records which existed on September 8, the opening day of the tournament, were broken, a table giving the old records as American and English, and the new records as Springfield, and at the end a complete table of records as they stand to-day. A * denotes that the world records were broken, a † American records.

The Springfield Bicycle Club is to be congratulated on the excellent management of the entire tournament, and too much praise cannot be bestowed upon the members who so faithfully discharged their duties. They have scored a record second only to the racing itself. Mr. Bassett as referee discharged his duties faithfully and fearlessly, and to the entire satisfaction of all. The timing under the charge of Mr. O. N. Whipple was excellent and beyond dispute; and as for the clerk of the course, Mr. D. E. Miller, the promptness with which the men came to the mark, speaks volumes for his efficiency. Judges, scorers, umpires, and a host of the members of the club who, one and all, worked like beavers, must feel amply repaid with the kindly notices of the press on their work and the success of the tournament, coupled with the fact that the treasury of the club holds a nice little nest egg which will prove a friend in time of need when fair weather deserts them and a rainy week puts in an appearance.

The officers of the meeting were as follows:—

General Director: Henry E. Ducker, Springfield, Mass.

Referee: Abbot Bassett, Boston, Mass.

Judges: N. M. Beckwith, New York; C. A. Hazlett, Portsmouth, N. H.; C. H. Potter, Cleveland, Ohio; F. A. Elwell, Portland, Me.

Clerk of the Course: D. E. Miller, Springfield, Mass.; Assistant, F. E. Ripley, Springfield, Mass.

Starter: Charles E. Whipple, Springfield, Mass.

Scorers: George S. Miller, Springfield, A. M. Wilkins, Springfield, J. H. Fennessy, Jr., Springfield, Mass.

Timers: O. N. Whipple, Springfield, E. C. Robinson, Secretary Hampden Park Trotting Association, C. E. Fiske, Springfield.

Timer for Referee: A. D. Clafin, Boston, Mass.

Umpires: L. E. Zuchtmann, Springfield, Wesley Parks, Springfield, W. C. Stone, Springfield, W. Bleloch, Springfield.

Police: W. H. Jordan, Springfield, Mass.

Press: A. R. H. Foss, Springfield, Mass.; A. B. Norton, Boston, Mass.

Surgeon: Dr. H. E. Rice, Springfield, Mass.

Park Headquarters: W. H. Selvey, Springfield, Mass.

Tickets: W. C. Marsh, Springfield, Mass.

Treasurer: Charles A. Fisk, Springfield, Mass.

Secretary: Sanford Lawton, Springfield, Mass.

SEPTEMBER 8—FIRST DAY.

One-Mile Professional Handicap.

	1m.	1m.
1 H. W. Higham, 50 yds.,	3	8
2 Fred Wood, scratch,	8	1
3 R. A. Neilson, 45 yds.,	1	3
4 John S. Prince, scratch,	6	5
5 R. Howell, scratch,	4	2
6 John Brooks, 40 yds.,	2	6
7 R. James, scratch,	7	4
8 W. M. Woodside, 40 yds.,	8	7

WINNERS.

Fred Wood, Leicester, England, first,	Time, 2.35 3-5
R. Howell, Leicester, England, second,	2.36 1-5
R. A. Neilson, Boston, Mass., third,	2.36 2-5

DURATION OF TIME.

First quarter, 0.36 4-5; second quarter, 0.40 1-5; third quarter, 0.35; fourth quarter, 0.43 3-5; time of scratch men.

RECORDS.

	1m.	1m.	1m.	1m.
American,	0.40 2-5	1.21	1.59 2-5	2.39
English,	0.38	1.17 3-5	1.59 4-5	2.40 3-5
Springfield,	*0.36 4-5	*1.17	*1.52	*2.35 3-5

Ten-Mile L. A. W. Championship.

	1m.	1m.	1m.	1m.	1m.	1m.
Rich,	3	2	2	2	3	4
Burnham,	5	4	4	2	1	2
Hunter,	7	6	5	4	6	3
Rowe,	6	7	7	7	7	7
Stone,	2	1	1	2	1	1
Hendee,	4	3	3	4	5	3
Weber,	1	5	5	6	6	6

	5½m.	6m.	6½m.	7m.	7½m.	8m.	8½m.	9m.	9½m.	10m.
Rich,	3	2	2	2	2	2	2	2	2	3
Burnham,	1	4	1	4	1	4	4	4	5	1
Hunter,	2	4	6	4	6	5	7	7	7	out.
Rowe,	6	6	7	7	7	6	6	5	4	2
Stone,	4	3	2	1	3	1	1	1	1	out.
Hendee,	5	5	3	5	3	4	3	3	6	out.
Weber,	7	7	5	6	5	7	5	6	3	4

WINNERS.

E. P. Burnham, Newton, Mass., first,	Time, 30.24 2-5
W. A. Rowe, Lynn, Mass., second,	" 30.25
A. B. Rich, Brooklyn, N. Y., third,	" 30.25 2-5

DURATION OF TIME.

First mile, 2.51 4-5; second mile, 2.59 2-5; third mile, 3.07 1-5; fourth mile, 3.06; fifth mile, 3.05 3-5; sixth mile, 3.08 1-5; seventh mile, 3.10 1-5; eighth mile, 3.11 3-5; ninth mile, 3.03 4-5; tenth mile, 2.40 3-5.

RECORDS.

	1m.	2m.	3m.	4m.	5m.
American,	2.39	5.42 3-5	8.50 2-5	11.55 2-5	14.51
English,	2.39 2-5	5.30 2-5	8.32	11.24	14.18
	6m.	7m.	8m.	9m.	10m.

American, 18.33 4-5	21.41 1-2	24.45	28.00	31.01 2-5
English, 17.33 3-5	20.30	23.28 4-5	26.22 2-5	29.19 2-5
Springfield, 18.18 1-5	24.40	27.43	30.24 2-5

One-Mile Tricycle.

Final heat, trial heats run in the morning.

	2m.	1m.
1 R. Cripps,	2	1
2 R. Chambers,	1	2
3 W. N. Winans,	3	3
4 F. F. Ives,	4	4

WINNERS.

R. Cripps, Nottingham, England, first,	Time, 15.36 2-5
John Brooks, Blossburg, Pa., second,	" 15.36 4-5
W. M. Woodside, Chicago, Ill., third,	" 17.11 3-5

DURATION OF TIME.

First mile, 3.01 2-5; second mile, 2.54; third mile, 3.15 3-5; fourth mile, 3.11; fifth mile, 3.14 2-5.

RECORDS.

	4m.	3m.	2m.	1m.
American, none,				
English,				2.55
Springfield,	† 0.45 4-5	† 1.32 2-5	† 2.18 2-5	† 3.01 2-5
	2m.	3m.	4m.	5m.

American, none,				
English,	5.59	8.55	11.55	15.01
Springfield,	† 5.55 2-5	† 9.11	† 12.22	† 15.36 2-5
	2m.	3m.	4m.	5m.

Half-Mile Open.

	2	3	4
1 W. E. Crist,	2		
2 L. A. Miller,		3	
3 R. H. English,			1
4 G. E. Weber,			
5 A. B. Rich,			

DURATION OF TIME.

First quarter, 0.38 2-5; second quarter, 0.37 2-5.

RECORDS.

American,	one quarter, 0.37 3-5	one-half, 1.16 1-5
English,	one quarter, 0.39	one-half, 1.10 3-5
Springfield,	one-half,* 1.15 4-5

Three-Mile Open.

Final heat, trial heat run in the morning.

	1m.	im.	1½m.	2m.	2½m.	3m.
1 W. A. Illston,	1	1	1	1	5	3
2 R. Cripps,	5	5	3	4	4	7
3 W. F. Knapp,	2	2	2	2	6	6
4 M. J. V. Webber,	3	3	5	6	7	1
5 W. A. Rowe,	7	7	6	7	2	5
6 R. H. English,	6	6	4	3	1	2
7 L. A. Miller,	4	4	7	5	3	4

WINNERS.

M. J. V. Webber, Ryde, England, first,	Time, 8.46 1-5
R. H. English, Newcastle, England, second,	" 8.46 2-5
W. A. Illston, Hartford, Ct., third,	" 8.46 4-5

DURATION OF TIME.

First mile, 2.57 3-5;	second mile, 3.03 2-5;	third mile, 2.45 1-5.
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Three-Mile Amateur Tandem Tricycle.

	1m.	im.	1½m.	2m.	2½m.	3m.
English and Cripps,	4	1	1	1	1	1
Furnivall and Illston,	3	3	3	3	3	3
Webber and Chambers,	2	2	2	2	2	2

WINNERS.

R. H. English, Newcastle, England, first,	Time, 8.23 2-5
R. Cripps, Nottingham, England, " "	8.23
M. J. V. Webber, Ryde, England, second,	8.41
R. Chambers, Birmingham, England, third,	9.42
Percy Furnivall, London, England, fourth,	G. H. Illston, Hartford, Ct.,

DURATION OF TIME.

First quarter, 0.44 4-5;	one-half, 0.41 1-5;	third quarter, 0.39 1-5;
fourth quarter, 0.40 4-5;	one mile, 2.46;	two miles, 2.48 2-5;
three miles, 2.49.		

RECORDS.

	1m.	1m.	1m.	1m.	1m.	1m.
American,	0.46	1.31	3-4	2.21	1-4	
English,	0.41	1.21		2.04		
Springfield,	10.44	4-5	11.26	12.05	1-5	
	1m.	2m.	3m.			
American,	3.10	3-4		
English,	2.47	1-5	5.48	8.39		
Springfield,	*2.46	*5.34	2-5	*8.23	2-5	

One-Mile 3.10 Class.

Final heat, trial heats, in forenoon :-	1m.	1m.
1 H. C. Hersey,	8	8
2 D. H. Renton,	9	9
3 A. O. McGarrett,	4	4
4 L. Gordon,	7	7
5 C. E. Kluge,	1	1
6 C. P. Adams,	2	2
7 P. M. Harris,	6	6
8 W. F. Knapp,	3	3
9 E. B. Smith,	5	5

WINNERS.

C. E. Kluge, Jersey City, first,	Time, 2.41 2-5
*C. P. Adams, Springfield, Mass., second,	" 2.42
W. F. Knapp, Cleveland, Ohio, third,	" 2.42 1-5
A. O. McGarrett, Springfield, Mass., fourth.	

*Adams was protested as not belonging to the 3.10 class. The judges sustained the protest. This gives the second prize to Knapp and third to McGarrett.

DURATION OF TIME.

First quarter, 0.41 1-5;	second quarter, 0.39 3-5;	third quarter, 0.40 2-5;
fourth quarter, 0.40 1-5.		

Three-Mile Professional Record.

	1m.	im.	1½m.	2m.	2½m.	3m.
1 R. James,	1	6	6	6	5	out.
2 F. Wood,	3	1	1	2	1	1
3 J. Brooks,	5	4	3	4	4	4
4 W. M. Woodside,	6	5	5	5	out.	
5 R. A. Neilson,	4	3	4	3	3	3
6 R. Howell,	2	2	2	1	2	2

WINNERS.

Fred Wood, Leicester, England, first,	Time, 8.57 2-5
R. Howell, Leicester, England, second,	" 8.57 3-5
R. A. Neilson, Boston, Mass., third,	" 8.58 1-5

DURATION OF TIME.

First mile, 2.46 3-5;	second mile, 2.55 4-5;	third mile, 3.15.
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RECORDS.

	1m.	im.	2m.	3m.
American,	1.21		2.39	5.45 3-5
English,	1.17	3-5	2.40 3-5	5.36 4-5
Springfield,	*5.42 2-5

Five-Mile Amateur Record.

	1m.	im.	1½m.	2m.	2½m.	3m.	4m.	5m.
Miller,	4	4	6	5	4	out.		
Powell,	3	3	4	3	5	out.		
Furnivall,	1	1	3	1	2	2	1	1
Ives,	2	2	5	4	6	5	out.	
Burnham,	6	5	2	2	4	1	3	4
Gaskell,	8	8	7	1	3	4	4	3
Crist,	5	6	7	out.				
Weber,	7	7	1	6	7	1	2	2

WINNERS.

Percy Furnivall, London, England, first,	Time, 14.36 1-5
G. E. Weber, Smithville, N. J., second,	" 14.39
H. W. Gaskell, London, England, third,	" 14.41 1-5

DURATION OF TIME.

First mile, 2.52;	second mile, 2.50 4-5;	third mile, 2.52;
fourth mile, 3.00;	fifth mile, 3.01 2-5;	

RECORDS.

	1m.	2m.	3m.	4m.	5m.
American,	2.39	5.42 3-5	8.50 2-5	11.55 2-5	14.51
English,	2.40 3-5	5.36 4-5	8.39	11.39	14.28
Springfield,	*8.34 4-5	*11.34 4-5	*14.36 1-5

WINNERS.

Percy Furnivall, London, England, first,	Time, 8.22 4-5
W. A. Rowe, Lynn, Mass., second,	" 8.23
E. P. Burnham, Newton, Mass., third,	" 8.25 2-5

DURATION OF TIME.

First mile, 2.42 4-5;	second mile, 2.51 3-5;	third mile, 2.48 2-5;
fourth mile, 3.00 3-5;	fifth mile, 3.06 3-5;	sixth mile, 3.08 4-5;

RECORDS.

	1m.	2m.	3m.	4m.	5m.
American,	2.39	5.42 3-5	8.50 2-5	11.55 2-5	14.51
English,	2.39 2-5	5.30 2-5	8.32		
Springfield,	*5.34 2-5	*8.22 4-5	

WINNER.

9

WINNER.

7

WINNER.

6

WINNER.

WINNER.

WINNER.

WINNER.</

THE SPRINGFIELD WHEELMAN'S GAZETTE.

Five-Mile 16.00 Class.

	1m.	1m.	1½m.	2m.	2½m.	3m.	3½m.	4m.	4½m.	5m.
Kluge,	1	1	1	3	1	3	1	1	1	6
Bidwell,	4	6	9	0	9	8	8	3	out.	
Adams,	6	4	4	5	3	2	3	4	3	3
Knapp,	3	3	3	4	5	4	4	5	6	4
Renton,	9	9	7	1	4	7	7	6	4	2
Illston,	7	8	6	7	8	6	6	8	5	8
Crist,	5	5	5	6	6	5	5	7	7	7
Wainwright,	10	10	10	10	9	9	10	8	5	
Rowe,	2	2	2	2	1	2	2	2	1	
Wadsworth,	8	7	8	8	7	10	10	9	9	9

WINNERS.

W. A. Rowe, Lynn, Mass., first.	Time, 14.41 2-5
D. H. Renton, New York, second,	" 14.42 2-5
C. P. Adams, Springfield, Mass., third,	" 14.42 3-5

DURATION OF TIME.

First mile, 3.00; second mile, 2.56 2-5; third mile, 2.53; fourth mile, 3.06; fifth mile, 2.46.

RECORDS.

	1m.	2m.	3m.	4m.	5m.
American,	2.39	5.42 3-5	8.50 2-5	11.55 2-5	14.51
English,	2.39 2-5	5.30 2-5	8.32	11.24	14.18
Springfield,	8.49 2-5	11.55 2-5	14.41 2-5

One-Mile Unicycle to Beat Record.

W. N. Kauffmann, Rochester, N. Y.,	Time, 4.10
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RECORDS.

	1m.	2m.	3m.	4m.	5m.
American,	4.38	
English,	
Springfield,	0.53 2-5	1.51 3-5	2.52	4.10	

One-Mile Amateur Tandem Tricycle.

	1m.	2m.
P. Furnivall and G. H. Illston,	2	2
R. H. English and R. Cripps,	1	1
M. J. V. Webber and R. Chambers,	3	3

WINNERS.

R. H. English, Newcastle, England,	{ first, Time, 2.48 1-5
R. Cripps, Nottingham, England,	{ second, " 2.50
Percy Furnivall, London, England,	{ second, " 2.50
G. H. Illston, Hartford, Ct.,	
M. J. V. Webber, Ryde, England,	{ third, " 2.51
R. Chambers, Birmingham, England,	

DURATION OF TIME.

First quarter, 0.46 4-5; second quarter, 0.39 3-5; third quarter, 0.43 4-5; fourth quarter, 0.38.

RECORDS.

	1m.	2m.	3m.	4m.
American,	0.46	1.31 3-4	2.21 1-4	3.10 3-4
English,	0.41	1.21	2.04	2.47 1-5
Springfield,	1.26 2-5	1.21 1-5	1.24 1-5

Three-Mile Amateur Handicap.

	1m.	1m.	1½m.	2m.	2½m.	3m.
1 H. W. Gaskell, scratch,	11	11	12	9	12	10
2 H. B. Wadsworth, 200 yards,	1	4	9	12	11	12
3 C. P. Adams, 120 yards,	3	2	3	3	4	2
4 W. A. Illston, scratch,	10	10	10	10	9	11
5 C. E. Titchener, 120 yards,	2	1	1	1	1	4
6 D. E. Hunter, 50 yards,	8	9	6	6	5	
7 F. Allard, 120 yards,	7	7	5	5	8	6
8 M. J. V. Webber, scratch,	12	12	11	11	10	3
9 A. B. Rich, 50 yards,	9	8	2	2	1	
10 J. R. Schlager, 120 yards,	5	3	7	7	3	8
11 H. J. Hall, Jr., 150 yards,	6	6	8	8	7	7
12 P. M. Harris, 150 yards,	4	5	4	4	5	9

WINNERS.

A. B. Rich, Brooklyn, N. Y., first,	Time, 8.16 2-5
C. P. Adams, Springfield, Mass., second,	" 8.17
M. J. V. Webber, Ryde, England, third,	" 8.17 3-5

DURATION OF TIME.

First mile, 2.47 2-5; second mile, 2.52 1-5; third mile, 2.36 4-5.

RECORDS.

	3m.
American,	8.50 2-5
English,	8.32
Springfield,	*8.17 3-5

*Webber's time only counts for record, as time was taken from scratch men.

SEPTEMBER 10—THIRD DAY.
One-Mile Professional Safety.

	1m.	1m.
1 H. W. Higham,	4	3
2 W. M. Woodside,	1	2
3 R. Howell,	2	1
4 J. Brooks,	3	4

WINNERS.

R. Howell, Leicester, England, first,	Time, 2.55
W. M. Woodside, Chicago, Ill., second,	" 2.59
H. W. Higham, Washington, third.	

DURATION OF TIME.

First quarter, 0.46 3-5; second quarter, 0.41 2-5; third quarter, 0.45 3-5; fourth quarter, 0.41 2-5.

RECORDS.

	1m.	2m.	3m.	4m.
American,	0.43 3-5	1.28 1-2	2.14 3-4	2.57 1-2
English,	2.55
Springfield,	1.28	1.21 3-5	1.25

One-Mile Tricycle to Beat Record.

R. Cripps, Nottingham, England,	Time, 2.53 4-5
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DURATION OF TIME.

First quarter, 0.43 3-5; second quarter, 0.41 2-5; third quarter, 0.45 2-5; fourth quarter, 0.43 2-5.

RECORDS.

	1m.	2m.	3m.	4m.
American,	0.45 1-4	1.32	2.23 1-4	3.09
English,	0.46 2-5	1.29 1-5	2.14 3-5	2.58 1-5
Springfield,	*0.43 3-5	*1.25	*2.10 2-5	*2.53 4-5

Ten-Mile Record.

Owing to the unprecedented time made in this race, up to and including 10 miles, the leaders were urged to go on and continue till 20 miles were run or one hour was up, which was done, and all records from three miles up were broken and the greatest distance made ever covered within the hour by an amateur.

	1m.	2m.	3m.	4m.	5m.
Burnham,	3	2	1	7	6
Webber,	5	5	5	5	5
Weber,	7	6	1	3	4
Gaskell,	6	7	6	7	out.
Illston,	2	4	4	4	out.
Furnivall,	1	2	3	2	6
English,	4	3	3	2	5
Springfield,	5	6	7	8	9

1 ½m. 2m. 2½m. 3m. 4m. 5m.

	1m.	2m.	3m.	4m.	5m.
Burnham,	3	2	1	7	6
Webber,	5	5	5	5	5
Weber,	7	6	1	3	4
Gaskell,	6	7	6	7	out.
Illston,	2	4	4	4	out.
Furnivall,	1	2	3	2	6
English,	4	3	3	2	5
Springfield,	5	6	7	8	9

1 ½m. 2m. 2½m. 3m. 4m. 5m.

	1m.	2m.	3m.	4m.	5m.
Burnham,	3	2	1	7	6
Webber,	5	5	5	5	5
Weber,	7	6	1	3	4
Gaskell,	6	7	6	7	out.
Illston,	2	4	4	4	out.
Furnivall,	1	2	3	2	6
English,	4	3	3	2	5
Springfield,	5	6	7	8	9

1 ½m. 2m. 2½m. 3m. 4m. 5m.

	1m.	2m.	3m.	4m.	5m.
Burnham,	3	2	1	7	6
Webber,	5	5	5	5	5
Weber,	7	6	1	3	4
Gaskell,	6	7	6	7	out.
Illston,	2	4	4	4	out.
Furnivall,	1	2	3	2	6
English,	4	3	3	2	5
Springfield,	5	6	7	8	9

1 ½m. 2m. 2½m. 3m. 4m. 5m.

	1m.	2m.	3m.	4m.	5m.

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One-Mile Handicap.

1/2m. m.

1 J. R. Schlager, 30 yards,	3	
2 C. P. Adams, 25 yards,	2	
3 T. R. Finley, 30 yards,	4	
4 W. F. Knapp, 20 yards,	8	
5 A. B. Rich, scratch,	7	3
6 R. H. English, scratch,		2
7 P. M. Harris, 20 yards,		
8 F. R. Cook, scratch,		
9 H. E. Bidwell, 15 yards,	11	
10 W. A. Illston, scratch,		4
11 W. A. Rowe, scratch,	5	1
12 P. D. Brown, 50 yards,	10	
13 C. E. Kluge, 30 yards,		
14 L. J. Barber, 50 yards,		
15 H. B. Wadsworth, 40 yards,	9	
16 E. P. Burnham, scratch,		
17 F. Allard, 20 yards,		
18 L. M. Wainwright, 40 yards,	6	
19 A. E. Schaff, 50 yards,	1	

The whole field came down the home stretch in such a bunch that it was impossible to catch the position of all the riders.

WINNERS.

W. A. Rowe, Lynn, Mass., first,	Time, 2.41
A. B. Rich, Brooklyn, N. Y., second,	" 2.41 1-5
W. F. Knapp, Cleveland, Ohio, third,	" 2.41 3-5

Five-Mile Professional Handicap.

1/2m. m. 1/2m.

1 J. Brooks, 180 yards,	3	2	2				
2 R. Howell, scratch,	5	6	6				
3 W. M. Woodside, 180 yards,	4	4	4				
4 F. Wood, scratch,	6	5	5				
5 R. A. Neilson, 200 yards,	2	3	3				
6 J. H. Polhill, 400 yards,	1	1	1				
7 R. James, scratch,	7	7	7				
2m. 2½m. 3m. 3½m. 4m. 4½m. 5m.							
Brooks,	2	2	6	5	5	6	5
Howell,	4	4	2	4	3	4	2
Woodside,	6	6	5	6	6	1	6
Wood,	3	3	3	2	1	3	1
Neilson,	1	1	1	1	2	2	3
Polhill,	out.						
James,	5	5	4	3	4	5	4

WINNERS.

F. Wood, Leicester, England, first,	Time, 14.34 1-5
R. Howell, Leicester, England, second,	" 14.34 2-5
R. A. Neilson, Boston, Mass., third,	" 14.34 4-5

DURATION OF TIME.

First mile, 2.39; second mile, 2.50; third mile, 2.51; fourth mile, 3.12 3-5; fifth mile, 3.07 3-5.

RECORDS.

	1m.	2m.	3m.	4m.	5m.
American,	2.39	5.45 3-5	8.36 2-5	11.59	15.00 3-4
English,	2.40 3-5	5.36 4-5	8.39	11.39	14.28
Springfield,	2.39	*5.29	*8.20	*11.32 3-5	*14.34 1-5

One-Mile Consolation.

WINNERS.

John Illston, Birmingham, England, first,	Time, 2.48 1-5
L. J. Barber, Washington, D. C., second,	" 2.49
Fred Russ Cook, San Francisco, Cal., third,	" 2.49 4-5
H. J. Hall, Jr., Brooklyn, N. Y., fourth.	
P. M. Harris, New York, fifth.	

SUMMARY.

SEPTEMBER 8—FIRST DAY.

One-Mile Professional Handicap.

Fred Wood, Leicester, England, first,	Time, 2.35 3-5
R. Howell, Leicester, England, second,	" 2.36 1-5
R. A. Neilson, Boston, Mass., third,	" 2.36 2-5

Ten-Mile L. A. W. Championship.

E. P. Burnham, Newton, Mass., first,	Time, 30.24 2-5
W. A. Rowe, Lynn, Mass., second,	" 30.25
A. B. Rich, Brooklyn, N. Y., third,	" 30.25 2-5

One-Mile Open Tricycle.

Robert Cripps, Nottingham, England, first,	Time, 3.07
R. Chambers, Birmingham, England, second,	" 3.07 2-5
W. N. Winans, Springfield, Mass., third,	" 3.07 4-5

Five-Mile Professional Safety.

R. Howell, Leicester, England, first,	Time, 15.36 2-5
John Brooks, Bloomsburg, Pa., second,	" 15.36 4-5
Wm. M. Woodside, Chicago, Ill., third,	" 17.11 3-5

Half-Mile Open.

R. H. English, Newcastle, England, first,	Time, 1.15 4-5
W. E. Crist, Washington, D. C., second,	" 1.16
L. A. Miller, Meriden, Ct., third,	" 1.16 1-5

One-Mile 3.10 Class.

C. E. Kluge, Jersey City, N. J., first,

Time, 2.41 2-5

W. F. Knapp, Cleveland, Ohio, second,

" 2.42 1-5

A. O. McGarrett, Springfield, Mass., third.

Three-Mile Open.

M. J. V. Webber, Ryde, England, first,

Time, 8.46 1-5

R. H. English, Newcastle, England, second,

" 8.46 2-5

W. A. Illston, Birmingham, England, third,

" 8.46 4-5

Three-Mile Tandem Tricycle.

R. H. English, Newcastle, England, first,

Time, 8.23 2-5

R. Cripps, Nottingham, England, second,

" 8.23 2-5

R. Chambers, Birmingham, England, third,

" 8.23 2-5

Percy Furnivall, London, England, third,

" 8.23 2-5

Three-Mile Record Professional.

Fred Wood, Leicester, England, first,

Time, 8.57 2-5

R. Howell, Leicester, England, second,

" 8.57 3-5

R. James, Birmingham, England, third.

Three-Mile Record.

Percy Furnivall, London, England, first,

Time, 14.36 1-5

G. E. Weber, Smithville, N. J., second,

" 14.39

E. P. Burnham, Newton, Mass., third.

SEPTEMBER 9—SECOND DAY.

One-Mile Open.

Percy Furnivall, London, England, first,

Time, 2.45 4-5

W. A. Illston, Birmingham, England, second,

" 2.46

F. F. Ives, Meriden, Ct., third,

" 2.46 4-5

One-Mile Professional Championship.

R. Howell, Leicester, England, first,

Time, 2.49 3-5

Fred Wood, Leicester, England, second,

" 2.49 4-5

Three-Mile Open Safety.

R. Chambers, Birmingham, England, first,

Time, 8.59 2-5

F. Allard, Coventry, England, second,

" 8.59 3-5

A. F. Engleheart, Croydon, England, third,

" 9.00

Half-Mile 1.30 Class.

C. E. Kluge, Jersey City, N. J., first,

Time, 1.18 1-5

R. Schlager, Scranton, Pa., second.

" 1.18 1-5

C. E. Titchener, Binghamton, N. Y., third.

Three-Mile Record.

E. P. Burnham, Newton, Mass., first,

Time, 8.25 2-5

W. A. Rowe, Lynn, Mass., second,

" 8.23

M. J. V. Webber, Ryde, England, third,

" 8.22 4-5

Ten-Mile Professional.

Fred Wood, Leicester, England, first,

Time, 30.54 3-5

R. Howell, Leicester, England, second,

" 30.54 4-5

R. A. Neilson, Boston, Mass., third,

" 30.55

Five-Mile Tricycle Record.

Percy Furnivall, London, England, first,

Time, 15.18 3-5

R. Cripps, Nottingham, England, second,

" 15.52

F. F. Ives, Meriden, Ct., third,

" 15.55

One-Mile Tandem Tricycle.

R. H. English, Newcastle, England, first,

Time, 2.48 1-5

R. Cripps, Nottingham, England, second,

" 2.50

R. Chambers, Birmingham, England, third,

" 2.51

Five-Mile 16.00 Class.

W. A. Rowe, Lynn, Mass., first,

Time, 14.41 2-5

D. H. Renton, New York, second,

" 14.42 2-5

Chas. P. Adams, Springfield, Mass., third,

" 14.42 3-5

One-Mile Unicycle to Beat Record.

W. N. Kanfmann, Rochester, N. Y., first,

Time, 4.10

Three-Mile Handicap.

A. B. Rich, 50 yards, first,

Time, 8.16 2-5

Chas. P. Adams, 120 yards, second,

" 8.17

M. J. V. Webber, scratch, third,

" 8.17 3-5

SEPTEMBER 10—THIRD DAY.

One-Mile Professional Safety.

R. Howell, Leicester, England, first,

Time, 2.55

W. M. Woodside, Chicago, Ill., second,

" 2.59

H. W. Higham, Washington, D. C., third.

One-Mile Tricycle to Beat Record.

R. Cripps, Nottingham, England, first,

Time, 2.53 4-5

Ten-Mile Record.

M. J. V. Webber, Ryde, England, first,

Time, 28.44 2-5

Percy Furnivall, London, England, second,

" 29.20

Geo. E. Weber, Smithville, N. J., third,

" 29.20 4-5

Twenty Miles.

M. J. V. Webber, Ryde, England, first,

Time, 58.56 1-5

Geo. E. Weber, Smithville, N. J., second,

" 58.56 1-5

E. P. Burnham, Newton, Mass., third,

" 58.56 1-5

One-Hour's Ride.

M. J. V. Webber, Ryde, England, 20 miles, 1,907 1-2 feet

Geo. E. Weber, Smithville, N. J., 20 miles, 405 feet

E. P. Burnham, Newton, Mass., 20 miles, less 49 1-2 feet

Five-Mile Tandem Tricycle.

Percy Furnivall, London, England, first, Time, 16.49 4-5

R. Cripps, Nottingham, England, second, " 16.50 2-5

R. H. English, Newcastle, England, third, " 16.50 2-5

T. H. Lambert, Beeston, England, fourth, " 16.50 2-5

M. J. V. Webber, Ryde, England, fifth, " 16.50 2-5

R. Chambers, Birmingham, England, sixth, " 16.50 2-5

Three-Mile Professional.

R. Howell, Leicester, England, first, Time, 8.46

Fred Wood, Leicester, England, second, " 8.46 1-5

R. James, Birmingham, England, third, " 8.46

THE SPRINGFIELD WHEELMEN'S GAZETTE.

Amateur.

M. J. V. WEBER, Ryde, England.
 Sept. 8, second prize, three-mile tandem, Time, 8.41
 Sept. 8, first prize, three-mile open, " 8.46 1-5
 Sept. 9, third prize, three-mile record, " 8.22 4-5
 Sept. 9, third prize, one-mile tandem, " 2.51
 Sept. 9, third prize, three-mile handicap, " 8.17 3-5
 Sept. 10, first prize, ten-mile record, " 28.44 2-5
 Sept. 10, first prize, twenty-mile, " 58.56 1-5
 Sept. 10, third prize, five-mile tandem, " 17.40 2-5

PERCY FURNIVALL, London, England.

Sept. 8, third prize, three-mile tandem, Time, 9.42
 Sept. 8, first prize, five-mile record, " 14.36 1-5
 Sept. 9, first prize, one-mile open, " 2.45 4-5
 Sept. 9, first prize, five-mile tricycle record, " 15.18 3-5
 Sept. 9, second prize, one-mile tandem, " 2.50
 Sept. 10, second prize, ten-mile record, " 29.20
 Sept. 10, first prize, five-mile tandem, " 16.49 4-5
 Sept. 10, first prize, three-mile tricycle, " 9.37

R. H. ENGLISH, Newcastle, England.

Sept. 8, first prize, three-mile tandem, Time, 8.23 2-5
 Sept. 8, first prize, half-mile open, " 1.15 4-5
 Sept. 8, second prize, three-mile open, " 8.46 2-5
 Sept. 9, first prize, one-mile tandem, " 2.48 1-5
 Sept. 10, second prize, five-mile tandem, " 16.50 2-5
 Sept. 10, third prize, three-mile tricycle, " 9.41 1-5

R. CRIPPS, Nottingham, England.

Sept. 8, first prize, one-mile tricycle, Time, 3.07
 Sept. 8, first prize, three-mile tandem, " 8.23 2-5
 Sept. 9, second prize, five-mile tricycle record, " 15.52
 Sept. 9, first prize, one-mile tandem, " 2.48 1-5
 Sept. 10, first prize, five-mile tandem, " 16.49 4-5
 Sept. 10, second prize, three-mile tricycle, " 9.37 2-5

R. CHAMBERS, Birmingham, England.

Sept. 8, second prize, one-mile tricycle, Time, 3.07 2-5
 Sept. 8, second prize, three-mile tandem, " 8.41
 Sept. 9, first prize, three-mile safety, " 8.59 2-5
 Sept. 9, third prize, one-mile tandem, " 2.51
 Sept. 10, third prize, five-mile tandem, " 17.40 2-5
 Sept. 10, third prize, one-mile safety, " 2.54 3-5

W. A. ROWE, Lynn, Mass.

Sept. 8, second prize, L. A. W. championship, Time, 30.25
 Sept. 9, second prize, three-mile record, " 8.23
 Sept. 9, first prize, five-mile 16.00 class, " 14.41 2-5
 Sept. 10, first prize, three-mile 9.10 class, " 8.30
 Sept. 10, first prize, one-mile handicap, " 2.41

E. P. BURNHAM, Newton, Mass.

Sept. 8, first prize, L. A. W. championship, Time, 30.24 2-5
 Sept. 8, third prize, five-mile record,
 Sept. 9, first prize, three-mile record, " 8.25 2-5
 Sept. 10, third prize, twenty-mile,
 . A. B. RICH, Brooklyn, N. Y.

Sept. 8, third prize, L. A. W. championship, Time, 30.25 2-5
 Sept. 9, first prize, three-mile handicap, " 8.16 2-5
 Sept. 10, third prize, three-mile 9.10 class, " 8.31 2-5
 Sept. 10, second prize, one-mile handicap, " 2.41 1-5

G. E. WEBER, Smithville, N. J.

Sept. 8, second prize, five-mile record, Time, 14.39
 Sept. 10, third prize, ten-mile record, " 29.20 4-5
 Sept. 10, second, twenty-mile.

G. H. ILLSTON, Hartford, Ct.

Sept. 8, third prize, three-mile tandem, Time, 9.42
 Sept. 9, second prize, one-mile tandem, " 2.50

F. F. IVES, Meriden, Ct.

Sept. 9, third prize, one-mile open, Time, 2.46 4-5
 Sept. 9, third prize, five-mile tricycle record, " 15.55

W. F. KNAFF, Cleveland, Ohio.

Sept. 8, second prize, one-mile 3.10 class, Time, 2.42 1-5
 Sept. 10, third prize, one-mile handicap, " 2.41 3-5

W. A. ILLSTON, Birmingham, England.

Sept. 8, third prize, three-mile open, Time, 8.46 4-5
 Sept. 9, second prize, one-mile open, " 2.46

C. E. KLUGE, Jersey City, N. J.

Sept. 8, first prize, one-mile 3.10 class, Time, 2.41 2-5
 Sept. 9, first prize, half-mile 1.30 class, " 1.18 1-5

R. SCHLAGER, Scranton, Pa.

Sept. 9, second prize, half-mile 1.30 class, Time,
 Sept. 10, first prize, one-mile safety, " 2.48 4-5

F. ALLARD, Coventry, England.

Sept. 9, second prize, three-mile safety, Time, 8.59 3-5
 Sept. 10, second prize, one-mile safety, " 2.49 1-5

C. P. ADAMS, Springfield, Mass.

Sept. 9, third prize, five-mile 16.00 class, Time, 14.42 3-5
 Sept. 9, second prize, three-mile handicap, " 8.17

W. F. CRIST, Washington, D. C.

Sept. 8, second prize, half-mile open, Time, 1.16

L. A. MILLER, Meriden, Ct.

Sept. 8, third prize, half-mile open, Time, 1.16 1-5
 W. N. WINANS, Springfield, Mass.
 Sept. 8, third prize, one-mile tricycle, Time, 3.07 4-5
 A. F. ENGLEHEART, Croydon, England.
 Sept. 9, third prize, three-mile safety, Time, 9.00
 C. E. TITCHENER, Binghamton, N. Y.
 Sept. 9, third prize, half-mile 1.30 class, Time,
 A. O. MCGARRETT, Springfield, Mass.
 Sept. 8, third prize, one-mile 3.10 class, Time,

D. H. RENTON, New York.

Sept. 9, second prize, five-mile 16.00 class, Time, 14.42 2-5
 T. H. LAMBERT, Beeston, England.
 Sept. 10, second prize, five-mile tandem, Time, 16.50 2-5
 JOSEPH POWELL, Smithville, N. J.
 Sept. 10, second prize, three-mile 9.10 class, Time, 8.31 1-5
 JOHN ILLSTON, Birmingham, England.
 Sept. 10, first prize, one-mile consolation, Time, 2.48 1-5

L. J. BARBER, Washington, D. C.

Sept. 10, second prize, one-mile consolation, Time, 2.49
 FRED RUSS COOK, San Francisco, Cal.
 Sept. 10, third prize, one-mile consolation, Time, 2.49 4-5
 H. J. HALL, JR., Brooklyn, N. Y.
 Sept. 10, fourth prize, one-mile consolation.

P. M. HARRIS, New York.

Sept. 10, fifth prize, one-mile consolation.

THE RECORDS.

AMATEUR BICYCLE.

Miles.	Springfield.	Best previous American.	Best previous English.
1-4		37 3-5	39
1-2	*1.15 4-5	1.16 1-5	1.19 3-5
3-4		1.55 4-5	2.00
1		2.39	2.39 2-5
2	†5.34 2-5	5.42 3-5	5.30 4-5
3	*8.17 3-5	8.50 2-5	8.32
4	*11.16 1-5	11.55 2-5	11.24
5	*14.08 4-5	14.51	14.18
6	*17.02 3-5	18.33 4-5	17.33 3-5
7	*19.58 1-5	21.41 1-2	20.30
8	*22.53	24.45	23.28 4-5
9	*25.48	28.00	26.22 2-5
10	*28.44 4-5	31.01 2-5	29.19 2-5
11	*31.41	35.16	32.19 2-5
12	*34.41 3-5	38.24	35.15
13	*37.41	41.29	38.16
14	*40.42 3-5	45.00	41.26
15	*43.36	48.11	44.29 3-5
16	*46.35 2-5	51.37 1-5	47.26
17	*49.33 1-5	55.02 2-5	50.22
18	*52.44 2-5	58.22	53.20
19	*55.52 2-5	1.01.37 1-2	56.15
20	*58.50 1-5	1.04.47 3-4	59.06 3-5

PROFESSIONAL BICYCLE.

Miles.	Springfield.	Best previous American.	Best previous English.
1-4	*0.36 4-5	0.40 2-5	0.39
1-2	*1.13 3-5	1.21	1.17 3-5
3-4	*1.52	1.59	1.59 4-5
1	*2.31 2-5	2.39	2.40 3-5
2	*5.29	5.45 3-5	5.36 4-5
3	*8.20	8.36 2-5	8.39
4	*11.32 3-5	11.59	11.39
5	*14.34 1-5	15.00 3-4	14.28

AMATEUR TRICYCLE.

Miles.	Springfield.	Best previous American.	Best previous English.
1-4	*0.43 3-5	0.45 1-4	0.46 2-5
1-2	*1.25	1.32	1.29 1-5
3-4	*2.10 2-5	2.23 1-4	2.14 3-5
1	*2.53 4-5	3.09	2.58 1-5
2	*6.03 4-5	6.27	6.21
3	*9.08 2-5	10.05	9.38 3-5
4	*12.15 1-5	14.08	14.03
5	*15.18 3-5	17.14 2-5	16.19

PROFESSIONAL TRICYCLE.

Miles.	Springfield.	Best previous American.	Best previous English.
1-4	*0.44 2-5	0.54	0.54
1-2	*1.25 3-5	1.43	1.43
3-4	*2.07	2.33	2.33
1	*2.49 2-5	3.24	3.20
2	10.44 4-5	0.46	0.41
3	†1.26	1.31 3-4	1.21
4	12.05 1-5	2.21 1-4	2.04
5	*2.46	3.10 3-4	2.47 1-5
2	*5.34 2-5	5.48	5.48
3	*8.23 2-5	8.39	8.39
4	†13.39 3-5	11.30	11.30
5	†16.49 4-5	14.22 3-5	14.22 3-5

AMATEUR SAFETY.

Miles.	Springfield.	Best previous American.	Best previous English.
1-4	*0.41 4-5	0.43 3-5	0.43 3-5
1-2	*1.24 2-5	1.28 1-2	1.28 1-2
3-4	*2.07	2.14 3-4	2.14 3-4
1	*2.48 1-5	2.57 1-2	2.55 4-5
2	*5.49 3-5	6.20	6.02 4-5
3	*8.35 4-5	9.36 1-2	9.22 2-5
4		12.55	12.55
5		16.04	16.04

PROFESSIONAL SAFETY.

Miles.	Springfield.	Best previous American.	Best previous English.
1-4	*0.43		
1-2	*1.22		
3-4	*2.01 3-5		
1	*2.43		
2	*5.55 2-5		
3	†9.11		
4	†12.22		
5	†15.36 2-5		

PROFESSIONAL UNICYCLE.

Miles.	Springfield.	Best previous American.	Best previous English.
1-4	*0.53 2-5		
1-2	*1.51 3-5		
3-4	*2.52		
1	*4.10	4.38	4.38

ONE HOUR.

20 m. 1907 1-2 ft.

20 m. 1698 ft.

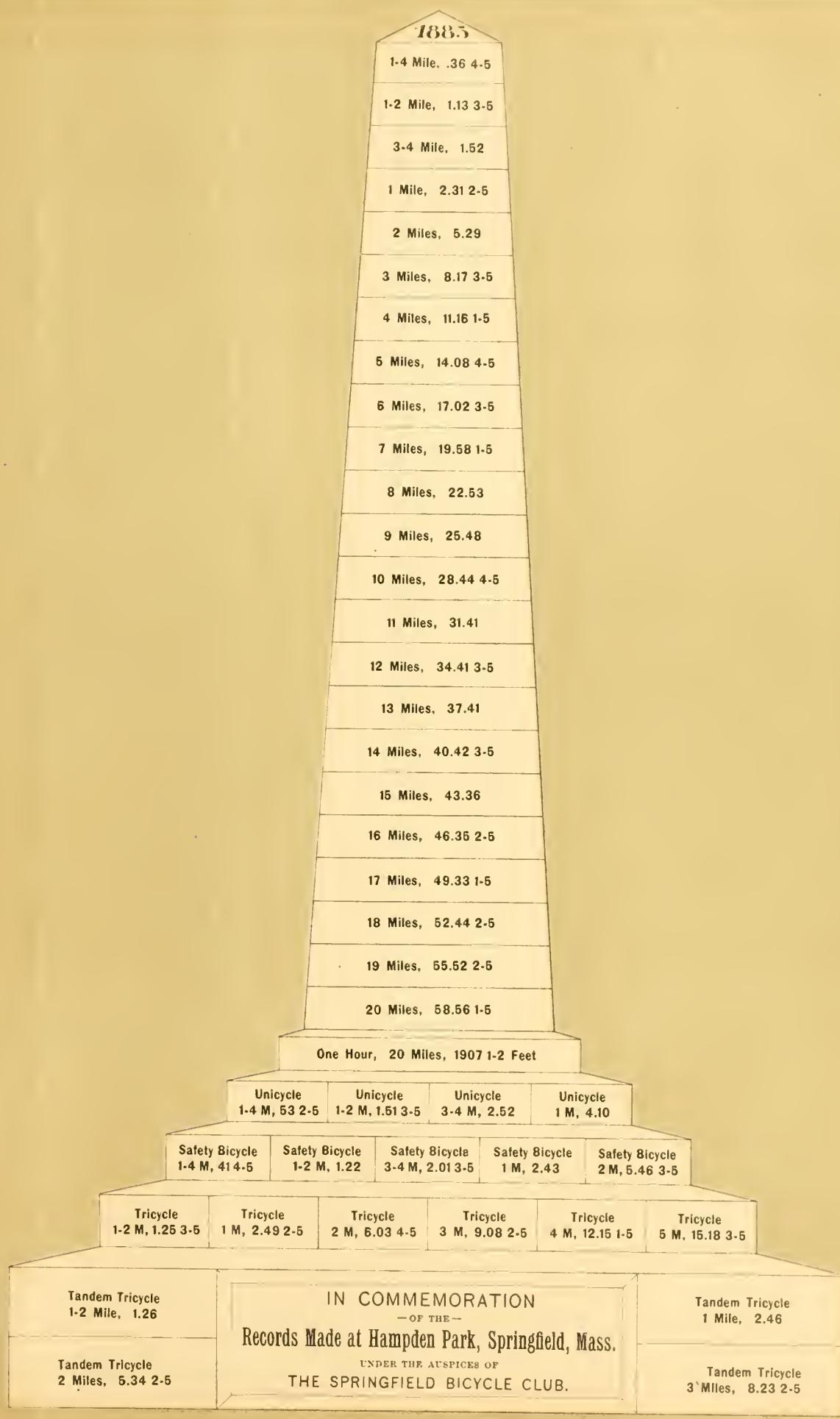
NEW YORK WHEELMEN.

THIRD ANNUAL MEET OF NEW YORK STATE DIVISION LEAGUE OF AMERICAN WHEELMEN AT BROOKLYN, NEW YORK, UNDER THE AUSPICES OF THE KINGS COUNTY WHEELMEN, SEPT. 12, 1885.

Hardly have we shaken the Springfield dust off, ere we behold again in contest the familiar faces who daily appeared in the world's tournament, representing likewise England and America. Among the visiting wheelmen were George S. MacDonald, of the Richmond County Wheelmen; W. D. Edwards, Harlem Wheelmen; Robert Cripps, Nottingham, Eng.; C. F. Haven, Newton, Mass.; George E. Weber, Smithville, N. J.; Wm. E. Crist, Washington, D. C.; Philip J. Brown, Washington; D. H. Renton, Port Richmond, S. I.; W. A. Illston, Birmingham, Eng.; Thomas Finley, Smithville, N. J.; E. A. and W. V. Hoffmann, New York city, and W. B. Segur, Andover, Mass.; the occasion of this noted assemblage of wheelmen being the third annual meet of the New York State Division L. A. W. The Division officers are as follows: Chief consul, Edward F. Hill, Peekskill, N. Y.; vice-consul, A. G. Coleman, Canandaigua, N. Y.; secretary, B. G. Sanford, New York city; treasurer, J. G. Burch, Jr., Albany, N. Y.

The Kings County Wheelmen, having made every preparation for a delightful time for their guests, expressed a wish for favorable weather, and the weather prophet certainly contracted for the fulfillment of this desire, as a lovelier day never shone upon the boys. Much credit is given to each committee for having fully performed the arduous duties throughout the day; as all will agree a family of nearly 400 to keep good natured and provide for, is work of the heaviest kind; and we guess, Brother Ducker, you will second the above after your experience with your many thousands.

Well can this day be called the wheelmen's jubilee, for as early as 7 o'clock the wheelmen began to arrive. As soon as they could they repaired to the handsome rooms of the Kings County Wheelmen, on Clymer street, between Bedford and Lee avenues, Eastern District. Here they were received by Mr. R. J. Knox and his associates on the reception committee, Messrs. E. K. Austin, V. W. Chapman, T. B. Hegeman, E.



SPRINGFIELD CYCLING RECORDS.

In presenting to our readers the records on the foregoing page, we were unable to give a complete list in the limited space at our command, and it is therefore with pleasure that we here present the full and complete table of records which the now famous Hampden Park track holds, and to which the Springfield Bicycle Club points with pride, for the track holds all the possible records for races run except four.

AMATEUR BICYCLE.	
½-mile, F. Russ Cook, at San Francisco, May 16, '85,	Time, *0.37 3-5
½-mile, R. H. English, at Springfield, Mass., Sept. 8, '85,	" *1.15 4-5
¾-mile, G. M. Hendee, at New Haven, Ct., June 8, '85,	" *1.55 4-5
1-mile, Sanders Sellers, at Hartford, Ct., Sept. 9, '84,	" *2.39
2-mile, E. P. Burnham, at Springfield, Sept. 9, '85,	" *5.34 2-5
3-mile, M. J. V. Webber, at Springfield, Sept. 9, '85,	" *8.17
4-mile, M. J. V. Webber, at Springfield, Sept. 10, '85,	" *11.16 1-5
5-mile, M. J. V. Webber, at Springfield, Sept. 10, '85,	" *14.08 4-5
6-mile, M. J. V. Webber, at Springfield, Sept. 10, '85,	" *17.02 3-5
7-mile, M. J. V. Webber, at Springfield, Sept. 10, '85,	" *19.58 1-5
8-mile, M. J. V. Webber, at Springfield, Sept. 10, '85,	" *22.53
9-mile, M. J. V. Webber, at Springfield, Sept. 10, '85,	" *25.48
10-mile, M. J. V. Webber, at Springfield, Sept. 10, '85,	" *28.44
11-mile, M. J. V. Webber, at Springfield, Sept. 10, '85,	" *31.41
12-mile, M. J. V. Webber, at Springfield, Sept. 10, '85,	" *34.41 3-5
13-mile, M. J. V. Webber, at Springfield, Sept. 10, '85,	" *37.41
14-mile, M. J. V. Webber, at Springfield, Sept. 10, '85,	" *40.42 3-5
15-mile, M. J. V. Webber, at Springfield, Sept. 10, '85,	" *43.36
16-mile, M. J. V. Webber, at Springfield, Sept. 10, '85,	" *46.35 2-5
17-mile, M. J. V. Webber, at Springfield, Sept. 10, '85,	" *49.33 2-5
18-mile, M. J. V. Webber, at Springfield, Sept. 10, '85,	" *52.44 2-5
19-mile, M. J. V. Webber, at Springfield, Sept. 10, '85,	" *55.52 2-5
20-mile, M. J. V. Webber, at Springfield, Sept. 10, '85,	" *58.56 1-5
21-mile, F. F. Ives, at Springfield, Oct. 9, '85,	" *1.06.25 2-5
22-mile, F. F. Ives, at Springfield, Oct. 9, '85,	" *1.09.50
23-mile, F. F. Ives, at Springfield, Oct. 9, '85,	" *1.13.02
24-mile, F. F. Ives, at Springfield, Oct. 9, '85,	" *1.16.04 4-5
25-mile, F. F. Ives, at Springfield, Oct. 9, '85,	" *1.19.06 3-5
26-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.27.52 1-5
27-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.31.24 3-5
28-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.35.12 1-5
29-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.39.14 1-5
30-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.43.37 2-5
31-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.48.22 2-5
32-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.52.41 1-5
33-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.56.39 2-5
34-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.00.18 3-5
35-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.03.40 3-5
36-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.07.03 1-5
37-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.10.40 1-5
38-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.14.27 3-5
39-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.18.29 3-5
40-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.22.31 3-5
41-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.26.26 1-5
42-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.30.13 2-5
43-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.34.30 1-5
44-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.38.18 1-5
45-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.42.27 2-5
46-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.46.40 1-5
47-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.50.48
48-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.54.50
49-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.58.49 4-5
50-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.03.30
51-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.07.47 1-5
52-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.11.32 2-5
53-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.15.26 2-5
54-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.19.21
55-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.23.13 2-5
56-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.27.03 3-5
57-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.31.22 1-5
58-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.35.29
59-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.39.21 3-5
60-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.43.31
61-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.47.37 1-5
62-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.51.51 3-5
63-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.01.42 1-5
64-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.05.32
65-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.09.07 1-5
66-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.12.48 3-5
67-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.16.24
68-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.20.16 4-5
69-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.24.11 3-5
70-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.28.19 1-5
71-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.32.22 2-5
72-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.36.35 2-5
73-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.40.24
74-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.43.57 1-5
75-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.47.33
76-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.51.14
77-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.45.13 1-5
78-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.45.50 4-5
79-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.02.22 2-5
80-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.09.01 1-5
81-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.12.54
82-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.16.30 1-5
83-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.19.06 3-5
84-mile, F. F. Ives, at Springfield, Oct. 10, '85,	" *1.23.33
AMATEUR BICYCLE TANDEM.	
½-mile, Miller and Brown, at Springfield, May 30, '85,	Time, *0.45 4-5
½-mile, Miller and Brown, at Springfield, May 30, '85,	" *1.32
2-mile, Miller and Brown, at Springfield, May 30, '85,	" *2.22 3-5
1-mile, Miller and Brown, at Springfield, May 30, '85,	" *3.09
2-mile, Miller and Brown, at Springfield, Sept. 17, '84,	" *6.05 2-5
3-mile, Miller and Brown, at Springfield, Sept. 16, '84,	" *10.14 1-5
AMATEUR BICYCLE WITHOUT HANDS.	
½-mile, F. H. Brigham, at Providence, Sept. 22, '85,	Time, *0.45 3-5
½-mile, C. H. Chickering, at Springfield, Sept. 17, '84,	" *1.28 3-5
½-mile, C. H. Chickering, at Springfield, Sept. 17, '84,	" *2.14
1-mile, H. S. Wollison, at Springfield, Sept. 17, '84,	" *3.00 2-5
PROFESSIONAL BICYCLE.	
½-mile, F. Wood, at Springfield, Sept. 8, '85,	Time, *0.36 4-5
½-mile, R. Howell, at Springfield, Sept. 28, '85,	" *1.13 3-5
½-mile, F. Wood, at Springfield, Sept. 8, '85,	" *1.52
1-mile, R. Howell, at Springfield, Sept. 29, '85,	" *2.31 2-5
2-mile, F. Wood, at Springfield, Sept. 10, '85,	" *5.29
3-mile, R. Howell, at Springfield, Sept. 10, '85,	" *8.20
4-mile, F. Wood, at Springfield, Sept. 10, '85,	" *11.32 2-5
5-mile, F. Wood, at Springfield, Sept. 10, '85,	" *14.34 1-5
6-mile, R. Howell, at Springfield, Sept. 9, '85,	" *18.23 4-5
7-mile, W. M. Woodside, at Springfield, Sept. 17, '84,	" *21.17 2-5
8-mile, W. M. Woodside, at Springfield, Sept. 17, '84,	" *24.21 3-5
9-mile, W. M. Woodside, at Springfield, Sept. 17, '84,	" *27.21 3-5
10-mile, R. Howell, at Springfield, Sept. 17, '84,	" *30.07 1-5
AMATEUR TRICYCLE.	
½-mile, R. Cripps, at Springfield, Sept. 10, '85,	Time, *0.43 3-5
½-mile, R. Cripps, at Springfield, Sept. 10, '85,	" *1.25
½-mile, R. Cripps, at Springfield, Sept. 10, '85,	" *2.10 2-5
1-mile, R. Cripps, at Springfield, Sept. 10, '85,	" *2.53 4-5
2-mile, Percy Furnivall, at Springfield, Sept. 9, '85,	" *6.03 4-5
3-mile, Percy Furnivall, at Springfield, Sept. 9, '85,	" *9.08 2-5
4-mile, Percy Furnivall, at Springfield, Sept. 9, '85,	" *12.15 1-5
5-mile, Percy Furnivall, at Springfield, Sept. 9, '85,	" *15.18 3-5
AMATEUR TANDEM TRICYCLE.	
½-mile, English and Cripps, at Springfield, Sept. 8, '85,	Time, *0.44 4-5
½-mile, English and Cripps, at Springfield, Sept. 8, '85,	" *1.26
½-mile, English and Cripps, at Springfield, Sept. 8, '85,	" *2.05 1-5
1-mile, English and Cripps, at Springfield, Sept. 8, '85,	" *2.46
2-mile, English and Cripps, at Springfield, Sept. 8, '85,	" *5.34 2-5
3-mile, English and Cripps, at Springfield, Sept. 8, '85,	" *8.23 2-5
4-mile, Furnivall and Cripps, at Springfield, Sept. 10, '85,	" *13.39 3-5
5-mile, Furnivall and Cripps, at Springfield, Sept. 10, '85,	" *16.49 4-5
AMATEUR SAFETY.	
½-mile, A. P. Engleheart, at Springfield, Sept. 9, '85,	Time, *0.41 4-5
½-mile, A. P. Engleheart, at Springfield, Sept. 10, '85,	" *1.24 2-5
½-mile, A. P. Engleheart, at Springfield, Sept. 10, '85,	" *2.07
1-mile, A. P. Engleheart, at Springfield, Sept. 9, '85,	" *2.48 1-5
2-mile, A. P. Engleheart, at Springfield, Sept. 10, '85,	" *5.46 3-5
3-mile, A. P. Engleheart, at Springfield, Sept. 10, '85,	" *8.35 4-5
PROFESSIONAL SAFETY.	
½-mile, R. Howell, at Springfield, Sept. 25, '85,	Time, *0.43
½-mile, R. Howell, at Springfield, Sept. 25, '85,	" *1.22
2-mile, R. Howell, at Springfield, Sept. 25, '85,	" *2.01 3-5
1-mile, R. Howell, at Springfield, Sept. 25, '85,	" *2.43
2-mile, R. Howell, at Springfield, Sept. 8, '85,	" *5.55 2-5
3-mile, R. Howell, at Springfield, Sept. 8, '85,	" *9.11
4-mile, R. Howell, at Springfield, Sept. 8, '85,	" *12.22
5-mile, R. Howell, at Springfield, Sept. 8, '85,	" *15.30 2-5
PROFESSIONAL TRICYCLE.	
½-mile, R. Howell, at Springfield, Oct. 2, '85,	Time, *0.44 2-5
½-mile, R. Howell, at Springfield, Oct. 2, '85,	" *1.25 3-5
2-mile, R. Howell, at Springfield, Oct. 2, '85,	" *2.07
1-mile, R. Howell, at Springfield, Oct. 2, '85,	" *2.49 2-5
2-mile, R. Howell, at Springfield, Oct. 8, '85,	" *5.12 2-5
PROFESSIONAL UNICYCLE.	
½-mile, W. N. Kaufmann, at Springfield, Sept. 9, '85,	Time, *0.53 2-5
½-mile, W. N. Kaufmann, at Springfield, Sept. 9, '85,	" *1.51 3-5
2-mile, W. N. Kaufmann, at Springfield, Sept. 9, '85,	" *2.52
1-mile, W. N. Kaufmann, at Springfield, Sept. 9, '85,	" *4.10

W. Candidus, F. W. Loucks, A. W. Perego, A. J. Dennis, Wm. Lowey, H. Watson, W. H. Austin, H. D. Nichols, J. H. Long, J. H. Knox, and F. N. Fenstermaker, with an enjoyable handshaking.

At 10 o'clock Captain Edward Pettus, of the Kings County Wheelmen, had in line 316 machines, including two lady riders on tandem tricycles. The clubs in line and the number of men each turned out are as follows: The Ixion Bicycle Club, of New York, ten men; Riverside Wheelmen, New York, three men; Brooklyn Bicycle Club, thirty men; Buffalo Bicycle Club, two men; Mount Vernon Bicycle Club, six men; Cortland Wheelmen, Peekskill, three men; Kings County Wheelmen, forty-five men; Columbia Bicycle Club, Stockport, three men; Bedford Bicycle Club, Brooklyn, eight men; Wayside Wheelmen, Brooklyn, ten men; Hudson County Wheelmen, Hoboken, N. J., three men; Rambling Wheelmen, Brooklyn, five men; Rutherford Wheelmen, New York, five men; Alpha Bicycle Club, Pennsylvania, two men; Morrisania Wheelmen, five men; Vonkers Bicycle Club, four men; Long Island Wheelmen, twenty-eight men; Illiston Bicycle Club, Brooklyn, twelve men, and Harlem Wheelmen, twelve men.

The entire procession was in charge of Chief Consul Edward F. Hill, of Peekskill. The procession was separated into three divisions. In the first were the clubs all of whose members were members of the League. In the second were those clubs that do not belong to the League, and in the third the detached riders. The first division was in command of Edward Pettus and Thomas Crichton; the second division was commanded by Charles Schwalbach and F. N. Douglas, and the third by F. B. Jones and F. L. Donaldson. To avoid accident and confusion, an order was issued as follows: "Captains will see that no coasting, fancy riding, or other movements likely to interfere with the order of the parade are indulged in, and will see that proper distances are maintained. They will place their steadiest riders at the right of each file; riders to guide to the right at all times. Riding will be by fours."

Bugler W. W. Flockton sounded the call, and Pacemen Loucks and Bridgman started off. The other wheelmen fell quickly into line. The crowd on the sidewalks, which lined the avenue for a mile, cheered, and the wheelmen in unison touched their hats.

There was no fancy riding or coasting, but each man seemed to think that for the credit of the cycling fraternity it was his duty to sit erect with eyes straight to the front, and to have his front wheel directly on a line with that of the man next to him. The costumes of the riders contrasted in a most pleasing manner with the glittering wheels that revolved under their efforts. They were black, or olive green, or navy blue, or seal brown, or gray, according to their club's likings, and they were nattily cut and arranged.

The route taken was through Bedford avenue to the Eastern parkway, to the West Drive of Prospect Park, to the Coney Island Boulevard, to the Ocean Concourse, to the Hotel Brighton.

In accordance with arrangements made by the Kings County Wheelmen, a photographer was stationed in the park and the men dismounted in a very pleasant place, where a landscape and part of a clump of trees formed a background, and with their wheels by their sides, made two groups that were quickly transferred to the camera. Then

the bugle sounded again, the men leaped upon their seats, and the route was resumed.

There were a number of tricycles and tandems in the line, and though not so graceful appearing as the two-wheelers, their riders seemed to take more comfort. There were two ladies in the parade, riding tandems with escorts, and a third tandem was from the Alpha Bicycle Club, of Bethlehem, Pa.

It was expected that the Hotel Brighton at Coney Island would be reached by 12 o'clock, but the delay in starting and the time lost while being photographed in Prospect Park, made it nearer 1 when Chief Consul Hill led the way around the corner of the Boulevard and the Ocean Concourse. At the hotel, where arrangements for an excellent dinner were made, the machines were taken in charge by the waiters and checked, and the wheelmen and ladies, made hungry by their long run, sat down at the tables and discussed this

MENU.		
Consommé en Tasse.		
Hors d'Œuvre.		
Sardines,	Olives,	
Betteraves,	Chow chow.	
Huitres frites.		
Huitres Marinées.		
Jambon Glacé,	Langue à l'Ecarlate.	
Roast Beef a l'Anglaise,		
Galantine de Dinde à la Gelée,		
Patties de Gibiers à la Moderne,		
Mayonnaise de Volaille,		
Salade de Homard.		
Dessert.		
Gateaux Milles Feuilles,	Genoise au Rhum,	
Petits Varies,	Fruits Mandarins,	
	Café.	

The programme for the afternoon included the run back from Coney Island to the race course on the grounds of the Williamsburgh Athletic Club, where an immense throng of the élite of Brooklyn and New York society had gathered to witness the twelve races arranged as follows: One-mile novice; one-mile scratch (cyclist and athletic), first heat; one-mile tricycle, New York State championship; one-mile scratch (cyclist and athletic), final heat; one-half-mile New York State championship; two-mile handicap; one-mile record, first heat; one-mile record, second heat; three-mile handicap; one-mile record, final heat; five-mile New York State championship.

The following gentlemen were in charge:—Referee—E. F. Hill, Cortland Wheelmen, Peekskill, N. Y.

Judges—C. K. Alley, Buffalo Bicycle Club; George R. Bidwell, Citizens' Bicycle Club; Elliott Mason, Citizens' Bicycle Club.

Starter—W. G. Hageman, W. A. C.

Clerk of Course—F. M. Price, W. A. C.

Assistant Clerks of Course—J. C. Tredwell, K. C. W.; John Day, K. C. W.

Scorer—E. K. Austin, K. C. W.

Assistant Scorers—F. E. Snyder, W. A. C.; F. H. Douglass, K. C. W.; A. B. Parkman, Brooklyn Bicycle Club.

Time Keepers—G. A. Avery, Manhattan A. C.; Fred Jenkins, Citizens' B. C.; W. H. Robertson, W. A. C.

Umpires—Joshua Reynolds, Trojan Wheelmen; H. R. Elliott, Brooklyn Bicycle Club; O. G. Moses, Ixion Bicycle Club; A. W. Guy, Long Island Wheelmen.

Handicapper—N. P. Tyler, official handicapper L. A. W.

Reporter—S. C. Austin, W. A. C.

Promptly at 4 o'clock the games began. The track measures one-fifth of a mile, or 352 yards in circumference. The first event on the programme was a one-mile bicycle race for those that never won a prize. The contestants were George Barley, B. J. Kellum, T. W. Maxwell, and W. S. Vail, of the Brooklyn Bicycle Club; George S. MacDonald, Richmond County Wheelmen, and W. D. Edwards, Harlem Wheelmen. W. D. Edwards won the race by 50 yards, George S. MacDonald second. Time, 3.16 4-5.

The second event was a mile bicycle race in three heats. The contestants were Robert Cripps, Nottingham Bicycle Club, Nottingham, Eng.; C. F. Haven, Newton Bicycle Club, Newton, Mass.; George E. Weber, Smithville, N. J.; and Wm. E. Crist, Capitol Club, Washington, D. C. Mr. Cripps met with a severe throw in the first lap, as the tire of his wheel came off and he had to jump from the machine. He received a few slight bruises, but he retired good naturally, and was a close observer of the other races. The heat was won by C. F. Haven. The contestants in the second heat were Phil J. Brown, Capitol Bicycle Club, Washington, D. C.; D. H. Renton, Richmond County Wheelmen; A. B. Rich, K. C. W.; W. A. Illston, Birmingham, Eng., and Thomas Finley, Smithville, N. J. The heat was won by A. B. Rich in 3.07, W. A. Illston second. The final heat and race was won by Mr. Illston in 3.03.

The fourth event was a one-mile tricycle race for the New York State championship, open only to New York members of the League of American Wheelmen. The contestants were H. J. Hall, Jr., K. C. W.; Will R. Pitman, L. B. C., and H. H. Stolts, K. C. W. The race was won by Mr. Stolts by 12 yards in 3.45 4-5, H. J. Hall, Jr., second.

At this part of the races was introduced a dog running against time; 125 yards was made in 8 seconds, beating the record.

The next event was a half-mile tricycle race for the New York State championship. The contestants were P. M. Harris, B. C.; H. J. Hall, Jr., K. C. W.; D. H. Renton, R. C. W.; and A. B. Rich, K. C. W. After a closely contested race, Mr. Rich crossed the line first, one yard in front of Mr. P. M. Harris. Time, 1.31.

The next event on the programme was a two-mile bicycle handicap. The contestants were C. E. Kluge, H. C. W., 30 yards start; D. H. Renton, R. C. W., 50 yards start; W. C. Herring, L. B. C., 75 yards start; Charles P. Haven, N. B. C., 100 yards start; Phil J. Brown, C. B. C., 100 yards; E. C. Parker, Harlem Wheelmen, 125 yards; F. C. Jones, B. B. C., 150 yards; and E. W. Candidus, K. C. W., 200 yards. The race was won by D. H. Renton, who crossed the line but one foot in advance of C. E. Kluge. Time, 6.13 4-5.

The next event was the one-mile record race in heats. The contestants were A. B. Rich, D. H. Renton, Phil J. Brown, and C. F. Haven. The first and second heats were walk-overs. Mr. A. B. Rich won the final heat in 3 minutes and 20 seconds, D. H. Renton second.

Mr. Rich speaks highly of his first victory on a Genuine Humber in the race, having brought the wheel from Springfield.

The next event was a three-mile handicap, for which there were six starters. C. E. Kluge, 50 yards; C. M. Harris, 75 yards; F. B. Hawkins, 100 yards; Phil J. Brown, 125 yards; E. C. Parker, 150 yards; and E. W. Candidus, 200 yards. For two miles the race was most exciting between

Mr. Kluge and Mr. Harris. On the first lap of the second mile Mr. Harris's machine struck that of Mr. Kluge and he fell to the ground. Harris pluckily mounted his wheel, and continued the race to a finish. The advantage Kluge had gained was too much for him, and Mr. Kluge won in 9 minutes 48 3-5 seconds, Mr. Harris second. A claim of foul was laid against Kluge by Harris, and was allowed. Kluge appealed for hearing.

The closing event on the programme was a five-mile bicycle race for the New York State championship. The contestants were P. M. Harris, H. J. Hall, Jr., D. H. Renton, and A. B. Rich. The race was won by Mr. Rich, D. H. Renton second. Time, 17.10 2-5. At the close of this race Mr. Rich was carried by the members of his club on their shoulders, and placed upon a wheel decorated with smilax and roses receiving many congratulations. Speaking with him after the races, he referred to the purchase of a tandem with Mr. Geo. M. Hendee. New York welcomes this unity with the Bay State, and predicts much more interest will be added to American tournaments by this introductory team.

A business meeting was held in the evening for the election of a vice chief consul and a secretary-treasurer and other important business, and thus ended the largest State meet of wheelmen of New York.

C. M. W.

DOWN-EAST REUNION.

The first annual reunion of Down-East tourists, comprising representatives from the Down-East tour of '83, the Kennebec tour of '84, and the Moosehead-Bar-Harbor tour of '85, was held in this city September 9.

The idea was first suggested by a member of the Moosehead tour that some sort of a gathering be held during the Springfield meet at which the '85 tourists might come together and talk over old times.

An amendment was offered to the effect that the gathering include the Down-East tourists of other years as well. In response to a circular call twenty-five tourists gathered round the mahogany at Barr's, prepared to do full justice to the tempting array, and sustain the reputation wheelmen have acquired of being hearty eaters.

After the coffee Mr. Elwell introduced Sanford Lawton, the secretary of the local club, as toastmaster, and the following toasts were offered and responded to, according to the programme arranged before the meet.

F. A. Elwell of Portland, "Our Party," views of a tourist; J. L. Crosby of Bangor, "What Bangor thinks of 'Our Party,'" views of a host; F. P. Kendall of Worcester, "Raymond Excursionists at Moosehead"; C. A. Hazlett of Portsmouth, "What I know about Pioneer Bicycling"; W. C. Marsh of Springfield, "What I learned about Amateur Photography" (strictly amateur); F. H. Johnson of Brockton, "My Pipe and I" (one who never smokes); R. L. Stewart of New Jersey, "Our Moonlight Sail on the Penobscot" (we were there); Howell; F. H. Messer of Stoneham, "Why we are noisy"; D. E. Miller of Springfield, "Headers vs. Accident Insurance Company (\$25 per week)"; H. E. Ducker of Springfield, "The Massachusetts Division L. A. W.;" C. A. Fish of Springfield, "What we missed who didn't go"; F. E. Hawkes of Greenfield, "Where we did go instead"; Sanford Lawton of Springfield, "The Ladies of Bangor."

The effort of the evening was Mr. John L. Cros-

by's poem, of four hundred lines, describing the arrival of the party at Bangor and dealing gently or severely with them in their varied experiences the remainder of the trip, and no opportunity to hit sharply the miscreants who had been taken unawares was lost. The poem was received with uproarious laughter and rounds of applause. Mr. Crosby had entertained the visiting wheelmen in royal shape when in Bangor, and had afterward spent the Sabbath with them at Bar Harbor, but no one once thought he was using his powers of observation in such a quiet though telling way. S. A. Boyle of Philadelphia, C. H. Lamson of Portland, J. Fred Adams of Haverhill, and J. C. Holmes of Brockton, all gave bicycle experiences. C. A. Hazlett, one of the pioneer bicyclers, presented cycling as it appeared in its infancy. Treasurer Kendall, of the L. A. W., gave the toastmaster some sharp raps, while Consul Ducker told what he expected the Massachusetts division to do this year. President Ducker deplored the accident to Hendee, which he said was the only thing which prevented the mile record from being lowered to 2.32.

On behalf of the '85 tourists Secretary Lawton presented Mr. Elwell with a handsome diamond L. A. W. consul's pin as a fitting testimonial of their regard for the projector of the tour, and appreciation of his labor and energy in carrying successfully through so enjoyable a trip. Mr. Elwell responded in a fitting manner and seemed quite proud of his present, and more so of his party.

With a fitting tribute to "G. W." the party broke up well pleased with the experiment, resolving that another such reunion should be held next year after the "blue nose tour" of which Mr. Elwell had given a short description.

The Trade.

List of patents granted for devices of interest to wheelmen for the month ending Tuesday, Sept. 15, 1885, compiled from the Official Records of the United States Patent Office, expressly for THE SPRINGFIELD WHEELMEN'S GAZETTE by Duffy & Brashears, patent law offices, No. 607 7th Street, N. W., Washington, D. C., of whom copies and information may be had.

No. 324,846, August 25, 1885, August Fritz, Chicago, Ill., velocipede.

No. 325,014, August 25, 1885, Robert Rhodes, Jr., Nashville, Tenn., tricycle handle.

No. 325,019, August 25, 1885, Thomas Shakspear, Birmingham, County of Warwick, Eng., tricycle.

No. 325,338, September 1, 1885, Thomas P. and B. Hall, Toronto, Ontario, Can., tricycle.

No. 325,408, September 1, 1885, Russell D. Heilman, Emporium, Pa., and Richard B. Perkins, Hornellsville, N. Y., tricycle hobby horse.

No. 325,420, September 1, 1885, Emmit G. and A. C. Latta, Friendship, N. Y., assignors to the Pope Manufacturing Company, of Hartford, Ct., velocipede.

No. 325,823, September 8, 1885, James M. Dillon, Birmingham, Ala., velocipede.

No. 325,944, September 8, 1885, Emmit G. Latta, Friendship, N. Y., assignor to the Pope Manufacturing Company, of Hartford, Ct., velocipede.

No. 326,244, September 15, 1885, David H. Rice, Lowell, Mass., tricycle, two patents.

THAT ONE MILE WIN.

News came to Wheeler at break of day,
Urging him on without delay,
The affrighted "See" said on the hub,
Were the pick of the rival bicycle club,
Bent upon winning the "one mile" and "four."
Piling on agony more and more,
And Wheeler was twenty miles away!

But once again he scented the war,
Seated behind the bicycle bar,
And then he imagined the cheers that rolled
From the throats of the people uncontrolled,
Waking the blood of the rider cold,
And he thought of the prize on that festive day,
With Wheeler full *twenty* miles away!

But there is a road from the sleepy town,
A good broad highway leading down,
And there thro' the flash of the morning sun,
A steed that a god might ride upon
Whirled and sang as its circlets spun;
As if it knew the terrible need,
It fled along at a swallow's speed,
Hills rose and fell, but his heart was gay
When Wheeler was *fifteen* miles away!

Still sped they on, the rubbered tire
Created an odor as if on fire;
Past cottage and avenues, faster and faster,
He sped like the news of a dreadful disaster;
The make of the steed and the heart of the master
Were put to the test, aye, a terrible test,
For a brick in the road would put them at rest;
Every nerve of the rider was strained at full play,
And Wheeler was only *ten* miles away.

Under his pedaling feet the road
Like a river of silver sparkled and glowed.
And the farmer and yokel stepped aside
As if a demon did bestride,
And stared with their eyes and mouths agape
As the "whirring" died with the distant shape.
And lo! he is nearing the track and the tape,
He is confident yet of the sanguine fray,
For Wheeler is only *five* miles away!

The first that the champion saw were the spires
In the far-off town where the race transpires.
Was he puffed? Could he race? He always was loth
To gas, but he ventured a neat little oath.
He dashed down the grounds, and a storm of huzzahs
From club fellows met him from grand stands and cars.
With dirt and with dust the bold rider was gray,
But the flash of his eye and his hero-like way
Seemed to hint, "I have spurted all the way
And I feel in good trim for a One-Mile play."

Hurrah, hurrah, for Wheeler, then!
Hurrah, for bike and man!
And when the race was drawing nigh
Some of us carried him shoulder high,
And the champion showed them the "old, old form,"
And left them behind in a glorious swarm;
We drank his health in a bumper at night,
Proud of our hero who saved the day
By winning the one-mile annual fight,
Starting the run *twenty* miles away!

W. H. SMITH, in *Wheeling*.

Spuffles.—"I say, old fellow, wish you'd let me pair with you for the tandem race at the meeting. Should like, awfully, to race with a good man like yourself."

Spiffkins (with a disdainful air).—"What! yoke together a horse and an ass?"

Spuffles (indignantly).—"The deuce! How dare you, sir, call me a horse?"—*Australian Cycling News*.

We are glad to note the interest in bicycling which is rapidly developing in our sister State, Texas. The many inquiries regarding the manner of making application to the League, lead us to print an application blank this month, and to offer the suggestion to the League Secretary, that a little active canvassing throughout the Southwest, might result in many accessions to our ranks.—*Bicycle South*.

The one solitary thing American that did not suffer humiliation at the hands of the bold Britishers was the Springfield track. That American did certainly fare well—in the matter of capturing records.—*Sporting and Theatrical Journal*.

DESTINY.

Over the handle bars—
Over the handle bars,
I'll never forget the day I met
With the fall that nearly broke my neck
While coasting down thro' mud and wet
Over the handle bars.

Impromptu, ahem—so was my header—a long circuitous lane, hemmed in by overhanging boughs, presenting a smooth and rapidly declining surface stretching away into the vanishing perspective, who could resist the temptation? No loyal wheelman. So, vaulting from a convenient mile-stone into the saddle, away I went. Down into the shadowy unknown I glided with increasing speed, and "smack bang" against a closed toll-gate bar I would have collided with unnecessary need—if, —how grateful for the conjunction—fall I knew I must, so gracefully catching the left pedal as it came down, and applying the brake, I was majestically hurled a dozen yards over the gate, closely followed by my somersaulting wheel —

Ah, designing Fate! chastising us with thy left, caressing us with thy right, devious as a cycler's path are thy ways.

Bright eyes met eyes when I awoke to consciousness, soft touches yet I seemed to feel, and, hovering o'er me, a perfect Venus in face and form, holding aloft a crystal goblet brimful to rim from Nature's fountain, the toll-gate keeper's daughter stood.

Mutely I gazed, and prayed that one sweet word from out those ruby lips should fall for me.

'Tis said—'tis done, and, glancing toward her worthy sire, she bawled:—

"Say, pop—shall I douse his glim once more?"

WILLHELM.

AMONG OUR EXCHANGES.

A pretty girl astride of a tricycle bowling along the board-walk paralyzed the police at Ocean Grove the other evening. When they regained their senses the fair vision was out of sight, or she would have been arrested.—*Asbury Park Journal*.

Some folk have a mighty dread of being run over by a bi. They crawl past a steam roller; walk under high stepping carriage horses' heads; get poked in the ribs by the pole in passing a bus, but only let them see a bi. coming towards them and they dodge frantically to and fro in mortal fear of being run over.—*Wheeling*.

THE SPRINGFIELD WHEELMEN'S GAZETTE, without exception the foremost wheeling journal in the country, evidently believes in the survival of the fittest. It offers to purchase at a reasonable price any of the minor bicycle papers desirous of selling out. Here is a chance for the unhealthy country journalist to change his sheet to a bicycle organ and take a vacation.—*Troy Sunday News*.

The Briton has once again asserted his superiority over his American cousin, and the victories of Furnivall, English, Chambers, Howell, and Wood, with Webber, Cripps, Engleheart, and James placed, are delighting this week the old world of cycle racing. And, in the hour of triumph, let us not forget that half the honor due to our men comes from the fact of the good men they had to meet battling for the star-spangled banner.—*Wheel Life*.

Well, boys, we got left at Springfield; there is no use denying the fact, and it is only the fair thing to own up when one is beaten. But the time will come, you know, if Ducker and Springfield

hold out, when the little wheels of our American riders, if they do not throw dust in the eyes of our transatlantic cousins, owing to the enchantment of distance, will, nevertheless, with the aid of a telescope applied to a Britisher's optic, afford objects for sad contemplation.—CHRIS WHEELER, in *L. A. W. Bulletin*.

Whoever went to the bicycle races, and several were seen going there, had a better time for 50 cents than the cheap excursionist has for four or five times that sum. True, they didn't see the star-spangled banner wave triumphant and hear the eagle scream victorious, but they saw some mighty good sport, man against man, proving the power of shanks and cranks. The Englishmen may drop their h's, but they have opened the i's of American riders as to the "sand" that may come across the water in response to a general invitation.—*N. E. Homestead*.

Our wheeling columns contain notices of two record-breaking performances, the professional champion Howell putting together new figures for half a mile and a mile on the safety machine, and our own crack amateur Hendee cutting down the amateur bicycle record for a mile. It is a singular fact that, while the English flier traveled thousands of miles from home to find a suitable track on which to knock out former figures, Hendee had to go from that track to the other side of the Mississippi river before he could succeed in his efforts.—*N. Y. Clipper*.

Hurrah! for the doughty Bob English!
Three cheers for bold Furnivall's pace;
Guess the ears of the Yankees went tinglish
When they showed them how Britishers race.
Then hail unto Wood and to Howell,
Who surely can honestly boast,
With none to dispute the avowal,
Of the closest fought wins on the post.
And Engleheart, Webber, and Gaskell,
Chambers, Cripps, too, and James we applaud
For the way these bold wheelmen must task all
The strength which their rivals can hoard.
Still there's life in the old British Lion,
He has still got a wag in his tail,
And the prizes he fixes his eye on
He makes for, and gets without fail.—*Wheeling*.

The greatest cycling week of the year has come and gone. Springfield has taken up about two-thirds of our reading space and a great many other things of importance have been omitted. But then you know Springfield only comes once a year, and we think our readers will approve of the action when they have perused the report. Next week we will supply all news wanting which has been compelled to wait. Even our briefest column is small, but next week it will be—immense: so much to gossip about; so many things to say that cannot be said in a dignified, historical report.—*Cyclist and Athlete*.

To the Wheel! Let the toast be the last of the feast,
And the bumper the king of the night;
What tho' the Sun-god's a-stir in the East,
Gilding the skies with his light;
What tho' the roseate flush of the morn
Creeps thro' the lattice in warning—
Drink to the Wheel! Aye, drink to the dawn,
For Old Sol takes a "header" at morning!

Then a health to the Wheel, and a health to the lads,
Whose bright eyes have welcomed us ever;
Pledge cycle and maid in a long last glass
And swear to be false to them never;
Tender and true as were knights of yore
In the days of a golden past,
So may each wheelman be—and more,
Thro' life's long "run" to the last.

J. A. F., in *New York Clipper*.

Well, the two great tournaments of the year are over, and now that they are, we see that they rank first in most respects of all ever held; Springfield at the head, followed closely by Hartford! We regret exceedingly that our American brethren did not succeed in winning more laurels, but we do not begrudge to our English visitors their fairly and hard won victories. "To the victors belong the spoils," and so they have our hearty congratulations—they will have of every fair-minded cycler—but of course we would have preferred to extend them to our own brethren. We sincerely trust that such friendly feeling will be and has been shown them that they will return home not merely laden with the trophies of their work, but deeply impressed with the fairness, friendliness, and manliness of American cyclers—and we think they will.—*Cycling Record*.

The fact of the matter is that America hasn't developed her best grit in bicycling. The sport has been to a large extent in the hands of what some would call the dude element—young men of means who can afford nice machines and ride because it is the fashion and for pastime, but who haven't the muscle and endurance to cope with English brawn. The young Irish-Americans and the poorer class of Americans of robust and muscular stock who excel in boating, base ball and other sports, have hitherto scarcely appeared in the bicycle world,—the expense of the machine and keeping being a hindrance. If it is imperative that America shall stand at the head in this as in many other things these young men will have to be encouraged. The Britishers will then stand a good chance of being wilted.—*N. E. Homestead*.

The American team have now started, and by this time have pretty well crossed the Atlantic. As will be seen from a full account given in another column of the departure, there were a great number of personal friends and fellow cyclists to bid them adieu, and we now only await the result of the various races set down for contest, and, as is only natural, sincerely trust that our representatives will be successful in getting inside 2.39. But whichever wins, English or American, we feel sure that such meetings in a common sport go a great way to cement a friendship and good fellowship that should exist between two nations speaking the same language, and in ideas and sport almost identical; and nothing will give us greater pleasure than giving to the Americans a hearty welcome when they pay the return visit.—*Cycling Times*.

The Springfield Club's annual tournament was held at Hampden Park, Springfield, Sept. 8, 9, and 10, and proved the greatest cycle tournament in the history of the world. Never before was held a tournament at which there was such a repeated wholesale slaughter of records. Every one felt that many a record would go at Springfield, but no one had the remotest idea that each succeeding day of the tournament would see a reduction of the world's records made the day before. But such has been the case, and the track at Hampden Park now holds every cycling record of the world for three to twenty miles inclusive. Financially the tournament has been a grand success, and the club will receive the monetary recompense it so well deserves for its unceasing labor in doing everything that could in any way add to its success. A tournament was never before so well managed, and everything connected with it deserves the highest praise.—*Sporting Life*.

There has been some discussion respecting the probability of the records made at the Springfield meeting being accepted by the N. C. U. The question of the capability of the time keepers requires, in my opinion, no comment. It may fairly be taken for granted that at a meeting of such importance as that at Springfield, the executive would be certain to secure the attendance of reliable clockists. Some of the times, according to the cablegrams, do come out "a bit funny like," but we will have to wait until we get the exchanges. * * * * * I am not surprised that so many records have been reported to have been knocked out. On a lap of half a mile, with more than 400 yards of a straight run in, and the surface as level as that of a billiard table, how can we hope to compete against such on this side of the Atlantic. It was very unlucky that the weather was none too favorable after the first day or we might have had a few more sensational performances to record.—*Birmingham Athletic News*.

The fast fliers are, with few exceptions, either professionals, that is, men who ride for cash prizes, or "makers' amateurs," whose machines are given them in the hope that their victories may bring credit to the manufacturers of the wheels. A small number of these amateurs have their expenses of training paid by bicycle manufacturers, in some cases with the promise of a liberal reward if they win. These facts are of interest to the race-going public, insomuch as a guaranty is thus furnished that the races will be run on their merits. No well-informed person believes that there is yet much influence exerted by gamblers over amateur bicycle racing. The character of most of the young men who enter these races is above this suspicion. But allowing for the fallibility of human nature, the fact remains that the wheel-makers can and do outbid the gamblers, and make an honorable success more profitable than a dishonest defeat. So far as betting men have been known to influence amateur racing, the power has usually been exerted in taking especially good care of some likely rider, such as Sellers last year, giving him plenty of advice and attention, so as to insure him a fair chance for the success he himself so ardently desires. The sway of the bicycle manufacturers is potent also in professional riding, though it is not to be doubted that Wood and Howell, for instance, are each animated by desire for the fame to be won by beating each other. Professionalism in wheeling seems, in fact, to be on a higher plane than would be supposed from the condition of other sports. The inspiration gained by bringing these wheelmen together in the annual meets here is doubtless a forcible factor in bringing the riders into good form and forcing them to fast time. Springfield not only gets the best racers but gets the best work out of them.—*Springfield Republican*.

The half-mile bicycle track at Hampden Park, Springfield, has proved a great one for speed. Many records were broken in the tournament held on it last week. There is no better track in the world. The turns are good, the grades right, and the surface smooth. The riders, in making two laps to the mile, are never out of sight of the grand stand, and the spectators lose no part of the performance. Wood reduced the mile record to 2.35 $\frac{2}{3}$. This is rapid traveling, and it would have been considered wonderful in the days when the bob-tailed mare sailed down the plank road at a 2.40 gait. Now the trotter which cannot cover his mile in 2.30 is not deemed worthy of regis-

tion, and 2.08 $\frac{3}{4}$ is the best light harness record. As the years go by, the bicycle will be improved and greater speed will be extracted from it, but we shall never see it overtake the trotter. The gap to be closed is too great for the mind of the athlete to dwell upon. Springfield has done a great deal for the light harness horse; thousands once flocked to the horse fairs held at Hampden Park; but just now the good people of ancient Agawam have wheel on the brain. They are bicycle and tricycle crazy. You even see men weighing over two hundred pounds, and who sport bay-windows of the fullest proportions, astride of the wheel. Ex-Mayor Powers is one of the few who preserve their equilibrium. He sticks to the trotter, and with Cottage Girl and mate takes no man's dust. The bicycle riders clear the road when they see him set sail behind the quick-stepping pair. The best material that the world has produced participated in the tournament last week, and the grand stand was fairly ablaze with beauty and enthusiasm. The attendance was large each day, and as so many records were broken the people had ample cause for shouting. As the site on which Springfield stands was sold by the Indians to the pale-faces for a wheelbarrow, the present rage for the wheel in the old city famous for enterprise, broiled tripe, and waffles can be accounted for. The thought uppermost in the minds of the first settlers, after slumbering through a century, now crops out with violent intensity. The quality which lies dormant for generations sometimes takes on the strength of the volcano.—*Turf, Field and Farm*.

Once more the Springfield races have come and gone, and with them the usual wholesale slaughtering of records, and the immense gathering of wheelmen from all quarters. No previous meeting held on the face of the earth, ever drew together a body of racing men to compare with that which assembled in the world-famed little Massachusetts city last week. Times which five years ago were thought impossible, were made by second class men. Less than five years ago, Cooper's 2.46 $\frac{2}{3}$ for a mile, was considered a wondrous performance, and when Cortis got home in 2.41 $\frac{2}{3}$, his fame resounded throughout the world. How great a change has taken place. From 2.41 $\frac{2}{3}$ to 2.39 in 1884, and now comes Wood, with 2.35 $\frac{2}{3}$, Howell only two yards, or say one-fifth of a second behind, and Prince in close attendance. Not alone were short distance records lowered, but at all distances, and Webber, another of the redoubtable English party, rode twenty miles well inside the hour, the first time this feat has been accomplished in America. At the present writing we are unable to say just how many records were made, but sure it is that the great majority of them will be placed to the credit of English riders. This, although, perhaps, a little discouraging to Americans, is no great cause for surprise. Fourteen or fifteen years' experience places the English at an advantage, but it speaks volumes for the enterprise of Americans, that they have forced their cousins to admit our tracks to be the finest they have ever seen. To Henry E. Ducker, and Springfielders in general, the highest praise is due for their untiring energy and pluck, while they in turn, have cause to be thankful to the weather clerk for the remarkably fine weather experienced at all of their meetings. That their good fortune may long be continued, is surely the wish of every jolly cycler the world over.—*Sporting and Theatrical Journal*.

Sale and Exchange.

We have opened a department of sale and exchange for the convenience of our readers, in which their wants may be made known at a trifling expense. It often occurs that a wheelman wishes to exchange or sell his machine, or a newcomer wishes to purchase a second-hand wheel. This department will offer the desired facilities. The charge will be *one cent per word, each insertion, cash with the order*. Initials and abbreviations count as words.

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4	50	Dictator.....	80.00	140.00	Full nickelized.....	Ball,	Ball,	A 1.....	
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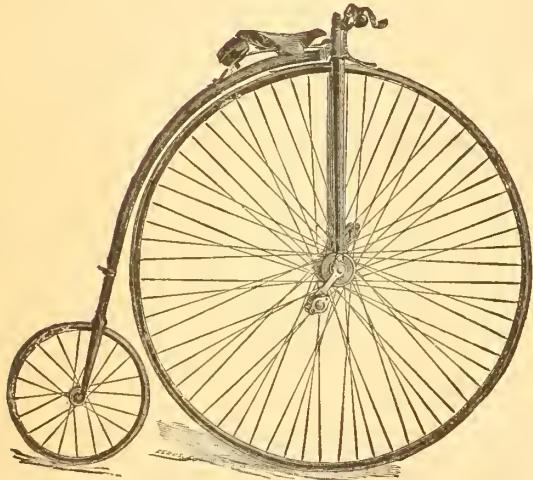
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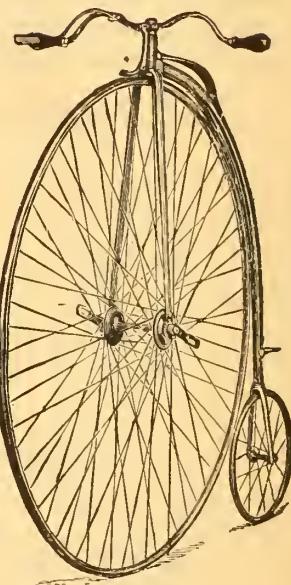
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Weight of 50 inch, 35 pounds.

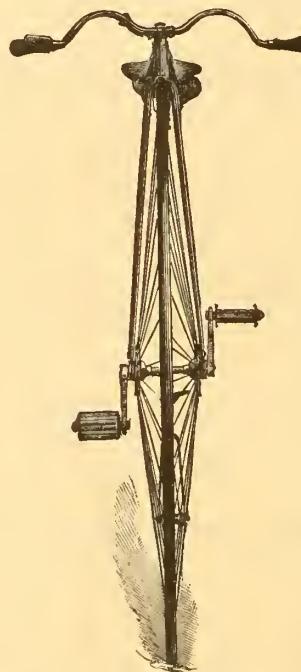


APOLLO.

TRICYCLES

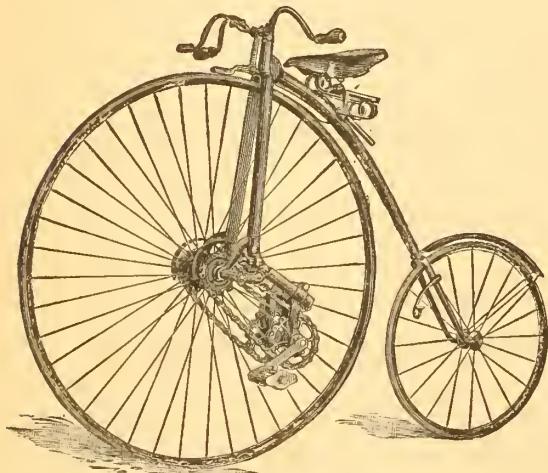
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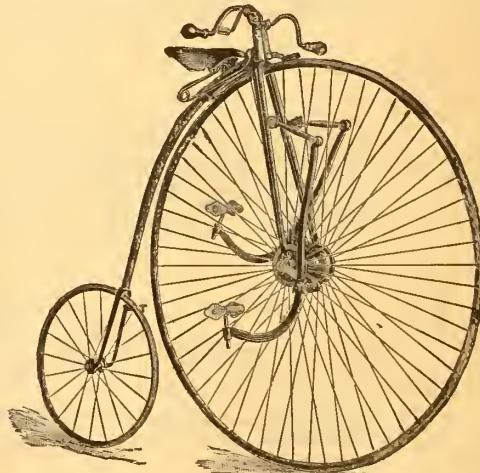
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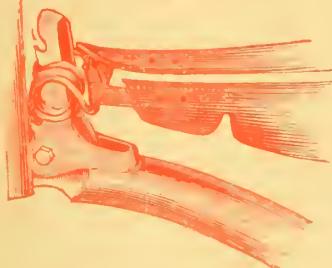
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