

The Cycle.

Vol. I., No. 26.

BOSTON, MASS., 24 SEPTEMBER, 1886.

FIVE CENTS.

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The Latest! The Fastest! The Best!

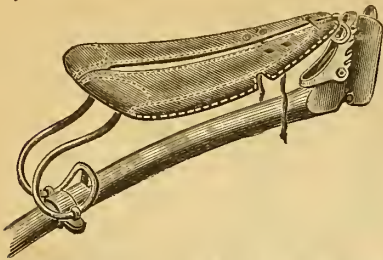
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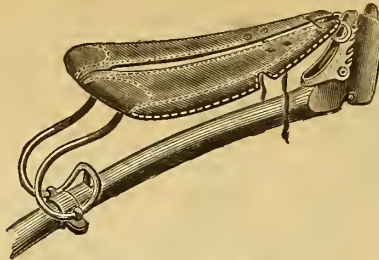
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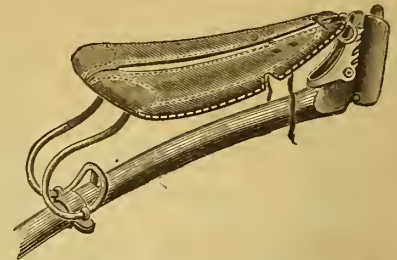
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Is the only one having any of these Points; is the only one that can be changed in Shape or Position at all; is the BEST and CHEAPEST; is adapted to all makes of Bicycles. Special Styles for the Safeties and Star.

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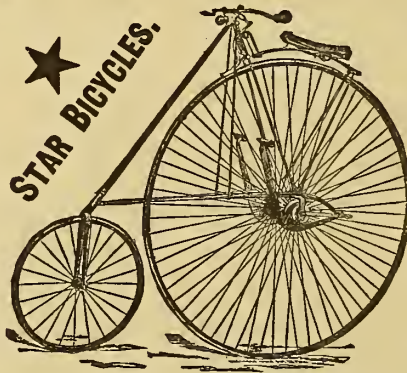
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Hand-sewed, hand-made, first-quality stock and warranted in every respect. Every pair of our No. 1 Boston Sporting Shoes is marked inside, "Boston: Strickland & Pierce, Hand-Sewed," and is stamped "Patent" on the bottom. None others are Genuine. Bicycle, Base Ball Sprint Running, Pedestrian, Gymnasium, La Crosse and other shoes. Prices and rules for self-measurement sent on application.

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SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

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World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition, since 1881.

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H. B. SMITH MACHINE CO.
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THE AMERICAN CHAMPION, CHALLENGE, SAFETY AND IDEAL.

The above Machines have been awarded First Prize at the New Orleans Exposition, and the Champion holds the World's Long Distance Record. They Run Easy; Sell Easy; Repair Easy; and the Prices are Easy. They are the best. These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for Catalogue and Prices. We also have a large stock of Children's Machines at very low prices. First-class Repairing and parts for repairing. All kinds of Machines constantly on hand; also Sundries. Discount to the Trade. Call or write to the New England Headquarters.

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SIXTY POETS ON THE WHEEL.

By J. G. DALTON.

Much enlarged second edition. One hundred and sixty filled pages, elegantly bound. In boards, 75 cents; flexible, 40 cents; sent post-paid. This is the standard and only book of thorough-going cycling verse, and comparable in art to none but the first-rate poets. No reading cyclist should overlook it. Old edition, 20 cents. For sale at CYCLE office.

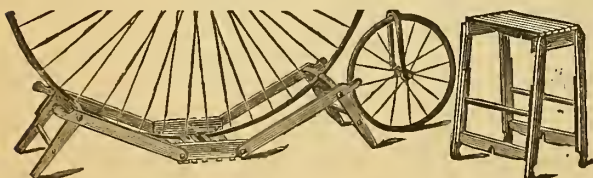
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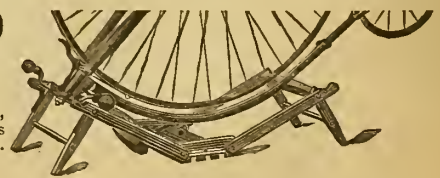


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Patented by A. W. GUMP, Dayton, Ohio.

It can be used as a stand, converted into a stool, used for cleaning, or folded into small space. It is adjustable to any size bicycle. Weight, 5½ pounds.

Price, \$2.00 each.



BEFORE YOU BUY A BICYCLE, send stamp to A. W. GUMP, Dayton, Ohio, for List of New and Second-hand Machines.

TRIGWELL'S BALL-BEARING HEAD

Is enough in itself to determine one in favor of the

ROYAL ♦ MAIL!

The Only Wheel having this Head.

WE ARE RECEIVING THE HIGHEST TESTIMONIALS.

TRULY THE WHEEL OF THE YEAR.

Genuine Trigwell Ball-Bearing Head used on the Royal Mail.

The rigidity of a bicycle and the freedom in steering is increased to such an extent that hills can be surmounted with far greater ease, and rough roads traversed with considerably less discomfort. A Ball Head will not require lubricating or adjusting more frequently than ONCE EVERY ONE THOUSAND MILES.

The invention was awarded the Silver Medal at the Inventions Exhibition, 1885, by a jury of experienced and practical riders.

The One Hundred Mile Race of the London Bicycle Club, from Bath to London, was won on a bicycle fitted with this Head, in 7 hours 33 minutes, against a strong head-wind for at least a third of the distance, with heavy rain falling for six hours.

TESTIMONIALS.

Mr. FURNIVALL says:

The Ball-Bearing Head has quite surpassed my expectations. Its advantages for road riding are greater than one would believe possible without a practical experience of them. I will never have another bicycle without a Ball Head.

Mr. HAWLEY, Hon. Sec. of the L. B. C., says:

My bicycle was ridden about 4,000 miles last year, during which time the Ball Head was only adjusted three or four times. I certainly think this is a distinct advance in cycle manufacture.

Mr. H. V. HERBERT, Clarence, B. C., says:

I cannot speak too highly of the Patent Ball-Bearing Head, which is really everything that can be desired for rigidity and ease of steering.

From "WHEELING," 1 Sept., 1886:

We seldom remember such unanimity as prevails with reference to the Ball-Bearing Head of Messrs. Trigwell, Watson & Co. Not a man who has tried it is there who does not swear by it as the greatest thing in bicycle manufacture of the day.

A Trigwell's Patent Ball-Bearing Head was fitted to the machine of Mr. Mills, on which he made the existing record (bicycle) for the Land's End to John o' Groat's ride, though he rode another machine not fitted with this head when he made the twenty-four-hour record. The longer ride, however, was by far the best test for this well-appreciated head-piece, whose merits are so pronounced that no bicyclist should be without it.

Mr. HARRY JONES, of the Haverstock C. C., says:

My record last year amounted to 8,241½ miles. I have ridden over some of the roughest roads through nearly every county in England and Wales, and can say that some of the grass roads traversed in Lincolnshire, etc., would have been quite unridable with the ordinary head; but in this, and where any delicate steering is required, I have found the Ball-Bearing Head invaluable, and also a great assistance in hill climbing. I have ridden it over 1,000 miles without oiling, and only adjusted it three times during the year, and the wear is imperceptible.

Mr. SHIPTON, Sec. to the C. T. C., says:

My views as to the merits of your new Ball-Bearing Head are pretty fully expressed in the *C. T. C. Gazette* for October last, to which you are at full liberty to make reference. The eulogium then bestowed I cannot but confirm by the light of more recent experience. To put it briefly, I consider the Ball-Bearing Head to be the most valid of all the modern-day improvements, and I would not be without it for twice its cost.

We have Royal Malls, either with Old Pattern Head and Cemented Tire, or Ball Head and Cemented Tire, or Ball Head and Grip-Fast Tire.

THE WHEEL OF WHEELS!

In Selecting a Wheel, Get the Latest Improved.

The Excellence of the Royal Mail Bicycle is Too Well Known to Need Description.

We take Other Wheels in Trade, and can Allow More Now for Old Wheels than able to in the Spring.

TRY A ROYAL MAIL.

A FEW SECOND-HAND ONES IN STOCK.

SEND FOR CIRCULARS.

WM. READ & SONS, Sole American Agents, 107 Washington St., Boston.

WE WILL ABSOLUTELY GUARANTEE
THE AMERICAN SAFETY
 ————TO BE THE———
EASIEST RUNNING BICYCLE IN THE WORLD.
AND WE KNOW WHEREOF WE SPEAK.

IT IS ORIGINAL TOO, AND NOT A COPY OF A FOREIGN MAKE.

We append herewith the unsolicited testimony of three of the largest dealers in the country, who sell all the well-known makes and who have purchased, paid for and are now riding this machine, because they know it is the best, and therefore take the moun, for their personal use.

DAYTON, OHIO, Aug. 13, 1886.

Messrs. GORMULLY & JEFFERY:

Dear Sirs,—Please send me by freight, as soon as possible, one 42-inch American Safety, with ball-bearings to both wheels and to cranks, and with cow-horn handle-bars. I wish this for my own use. I have for the last five years been riding an ———, but the American Safety you sent me has spoiled me, and I think the one you send me will be my future mount.

Very respectfully,

A. W. GUMP.

INDIANAPOLIS, IND., May 6, 1886

Messrs. GORMULLY & JEFFERY:

Please ship, etc., also, a 46-inch American Safety, with balls all over, for the writer's own use. We believe you have by far the best dwarf machine in the market. It runs easier than any light roadster I ever mounted, and I shall ride one the balance of the season.

Yours truly,

C. F. SMITH, *Mgr. Ind. Bi. Co.*

NEW HAVEN, CONN., June 3, 1886.

Messrs. GORMULLY & JEFFERY:

The 42-inch Safety has arrived, and the purchaser is more than pleased with his mount. I tried the American Safety myself, and I must say that it is the finest action for a Safety, and the easiest running bicycle I ever rode, and that is saying much, as I have ridden almost every make. I congratulate you on your achievement of turning out the best Safety for the lowest price.

Yours,

J. C. THOMPSON, *Pres. & Treas. Am. Bi. Co.*

The last Edition of our Catalog (printed in July), and containing Detailed Descriptions of this and other Excellent Cycles, Mailed FREE.

GORMULLY & JEFFERY
 CHICAGO, ILL.

SINGER'S CYCLES.

Noblesville, Ind.
 I want to say right here that my 54-Apollo is the finest little wheel I ever saw.
 L. M. WAINWRIGHT.

→ **APOLLO** ←

Syracuse, N. Y., July 1, '86.
 To say that I am pleased with the Apollo is very mildly putting it. I can find only two words that can express my feelings: it is a "Jim Dandy."
 Yours, etc.,
 FRED. BRIGHAM.

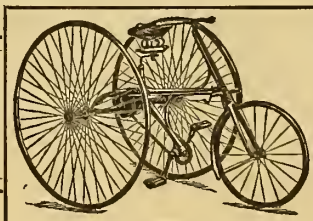
20 Miles on the Road in 1 hour, 12 min., 35 sec.

Mr. F. W. PERRY made this World's Record on July 20, 1886.

If you want the lightest Bicycle in the market, buy an Apollo. Rigidity not sacrificed to weight.

If you want the most practical Tricycle, buy the S. S. S.

Singer's Straight Steerer



The Great Hit of the Season.

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THE CYCLE

PUBLISHED EVERY FRIDAY BY ABBOT BASSETT, 22 SCHOOL ST., ROOM 19.

VOL. I.

BOSTON, MASS., 24 SEPTEMBER, 1886.

No. 26.

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ABBOT BASSETT EDITOR

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON

All communications should be sent in not later than Tuesday, to ensure insertion the same week.

Entered at the Post-office as second-class mail matter.

THE Springfield tournament has once more passed into history, and left its lessons behind. What are these lessons? Let us take counsel together and see.

FIRST of all, it is generally admitted that the promateur class will have a very short existence. There are but few riders in its ranks, and it gains few converts. There will be but two classes of riders in the very near future.

OPEN races must go, and men who are fair competitors, one with another, must be brought together by a system of handicapping or classification. The clubs that hold race meetings must bring about this change.

SPRINGFIELD is no longer the only place where one can see a large field of the best riders. New York wheelmen have now a Roseville, and Boston has the Lynn track. We did not see, as in former years, large delegations from these cities. Cycle racing will soon be reduced to a business basis, and big booms can no longer be expected.

IT is not necessary to have the Englishmen at the tournaments to make them a success. Springfield and Hartford have shown us that we can succeed without them.

CHAMPIONSHIP races, with two starters, are a mistake. Neither man desires to make the pace, and all the men say that the one who does so rides to lose.

CLASSIFICATION will put men of equal, or nearly equal, powers together. At Springfield there were many men in the open races that had no possible chance to win, and they merely encumbered the track. Merrill, Morgan, and James would give us a good race if pitted against one another, but they were over-matched in races with Wood, Woodside, and Neilson from scratch, and they seldom finished. Such men as Hall, Myers, and Langdown had no chance with Rich, Foster, and Crist, and their presence on the track only increased the liability to accident. Class races will settle this thing.

WE have no faith in the efficacy of the rule which imposes a fine of ten dollars on men for loafing, and we believe it should be used only in flagrant cases, and then the men should have warning. The rule was used at Springfield only in one case without warning. There was no excuse for the exhibition which Neilson and James gave, and after that, the riders in the championship were notified that they must make the mile in less than three minutes or be fined. With men who are obliged to qualify for a race with a record of 2.45, a limit of three minutes is not a hardship, and this will give them ample opportunity for tactics.

ON general principles, however, we do not believe it is fair for the referee to tell the men how to run their race. As many races are won by the head as by the legs, and competitors should be allowed to ride as they please within certain limits. Those limits should be carefully drawn by the referee, and therefore one more reason for a careful choice of this official is added to those which already exist. We believe, however, that a time limit would work to better advantage than the fine.

THE time limit was used to good advantage at Hartford and Springfield. When the number of starters was equal to the number of prizes, and one man had a walk-over, the referee put a time limit within which the last man must come in order to get his prize. This made a fast race, and it

saved a loafing exhibition by the weaker riders, who would otherwise be sure of a prize.

OUR thanks are due the Springfield Club for courtesies extended, and for very many friendly and generous acts.

DR. BLACKHAM replies to what we said anent his resolutions. We still contend that our interpretation of them was a fair one from the text, and we do not think that they bear out what he says that he intended they should. Had he put his ideas before the Board just as he puts them in his letter to us, we should have offered no opposition, but should have said the question is a fair one, and the Board had better decide it. We cannot see behind the words of the Doctor's resolutions the ideas that he gives us in his letter published this week.

CYCLETES.

The records were too low to be disturbed much.

The tournaments have showed us a good crop of amateurs thus far.

THE Holly Springs (Miss.) *South* is publishing a series of interesting papers descriptive of Europe and its peoples by a correspondent who is doing that country on a bicycle.

MESSRS. HEMINGWAY and Persons, two Jackson, Miss., bicyclists, recently rode from that place to West Station in the same State, a distance of sixty-eight miles, in some eight or ten hours. Any one who is at all acquainted with Southern roads knows that this is a good day's travel.

HERBERT S. OWEN, of Washington, has returned from his English tour.

THOMAS STEVENS has arrived at Delhi. He must be passing a Delightful time.

JOSEPH POWELL, of Smithville, N. J., met with an accident, 8 Sept., in a race at Freehold. A policeman's horse became frightened, and ran on to the track just in front of Powell, as he was finishing a race. Both men and the horse were thrown, and seriously injured.

F. B. COLLINS, of the Brooklyn Bicycle Club, made a road record of two hundred and two miles in twenty-four hours, on 11 September.

FRAZIER is to go to England along with Morgan and Woodside. They will try the English cracks on their own tracks.

THE *Cyclist* has no idea that England will make an intermediate class of riders.

THE meet of the California Division was eminently successful. There was a parade

and races. Over a hundred wheelmen, representing nearly every city on the coast, rode in the line to the park. During the races in the afternoon, Mr. F. E. Van Merbeeke, who recently rode from New York to San Francisco, was introduced to the audience, and gave an exhibition ride around the park.

BEFORE the New Zealander is Lang down this way, we'll teach him to ride fast.

AT the September meeting of the Orange Wanderers, held last week, certain resolutions were offered, asking for the repeal of the Orange and West Orange ordinances, and proposing others in their places. These resolutions were rejected by a decisive majority. As the club, however, is not, and has never been, perfectly satisfied with the form of the ordinances, it was voted to record its disapproval on its minutes. It was also ordered that a committee be appointed to prepare resolutions to be presented at the October meeting of the club, looking toward the modification or amendment of the ordinances.

HAL GREENWOOD, of St. Louis, Mo., has been playing with Corey Hill. He rode up and coasted down, and then repeated the performance three times. Then he went over and rode up the other side once or twice for the fun of the thing. He showed Doane, of Dorchester, how to do it, and then Doane climbed the hill.

THE Capital Club, of Washington, has issued a pamphlet containing the history of the club, the rules, list of officers, etc.

STALL tells us that the picture of the cycling journalists at Springfield was a failure. So many good-looking men, the camera could n't take in at one time.

BABY, the French tricyclist, has ridden a distance of 1,056 kilometres or 660 miles in 5d. 10h. 17s.

WM. STARLEY, of England, has made a tricycle with 96-inch wheels. Mr. Sturme has ridden it, and says it runs easily and goes up hill with very little exertion for the rider.

HOWELL will try for some records on the Coventry track. He is in prime condition, and will no doubt show us some good figures. Fred Lees has gone to Norway.

THE readers of the C. T. C. *Gazette* are exchanging ideas regarding the best means to employ to rid themselves of the nuisance of barking and biting dogs. A Mr. Shea suggests a mammoth torpedo whose explosion will frighten any cur out of a seven weeks' growth, and he adds that it will not make a small boy happy if used against him. H. N. Green condemns the ammonia squirt suggested by a previous writer, says he is a friend of the dogs, and threatens to sue any wheelman that attacks a dog with the squirt. Another writer thinks torpedoes would do, and still another suggests blank cartridges.

THE new badge of the C. T. C. is an exact copy of the League badge with a change of initials. The *Gazette* says: "Those of our readers who are conversant with matters Transatlantic will recognize in the new badge illustrated upon another page a striking resemblance, as far as the front is concerned, to those of the League of American Wheelmen and the Canadian Wheelmen's

Association. The similarity is intentional, and is a complimentary acknowledgment of the fact, that starting into life much later than the C. T. C., and consequently possessing the benefit of other people's experience, both the bodies referred to had the good taste to adopt a design—a flying wheel—truly symbolical of the sport. Although the new badge is sufficiently significant to be at once recognized by the *cognoscenti*, it is not so unblushingly candid that our members will object—as they have occasionally in the past—to become walking advertisements among the general public for the club's sake."

CAPT. CHARLES E. GATES, of the Chautauqua *Wheelman*, Gerry, N. Y., has completed his long tour from western New York to Lake Minnetonka, Minn., and is now stopping with his brother, O. S. Gates, at Excelsior, Minn. He started 2 July, and stopped off four weeks at different places on the road to visit friends and take in some of the cities. The wheel ridden throughout the trip was a 48-inch Star, weighing forty-five pounds, which was rather light for such roads as he toured over. The routes were accurately preserved, and will appear in the New York and other State books. Total distance ridden by wheel, 1,060 miles; by cars, 250, and but few miles of walking.

HOWARD S. HART, of New Britain, son of William H. Hart, president of the Stanley Works, won first prize in the two-mile bicycle race at Hartford, second in the one-mile and on Thursday took first prize in the five-mile, all of course, being in the amateur classes. When he went home to New Britain, Thursday evening, there was a great turnout of his friends. The met him at the depot with a carriage and a band, put him into the carriage with the wheel he had won for one of his prizes on Wednesday, and escorted him home in triumph, with much burning of rockets and Roman candles and much cheering.

A NEW danger has been added to touring, if we are to judge from a communication which has been received by us from an East London rider. This gentleman, touring with a friend on a tricycle, recently put up at an inn at Chatham for the night, where they were well housed and treated; but on going to the stables next morning, where the machine had been left, they found that some persons had, in the night, abstracted all the balls from their main bearings. A looker-on, of hang-dog aspect, suggested that a "pal" of his had some little steel balls which he thought might fit in the bearings; but the cyclists thinking that probably he himself, or his "pal," was the miscreant, decided to do without them, "even if they had to wheel the machine home." This brings matters back to the old coaching times, when "pals" of peripatetic highwaymen hung about inn yards and pulled lynch pins out of post-chaises. Since the foregoing experience, the above-mentioned tourists have always left their tricycle over night at the nearest railway cloak-room. All the same, the proprietor of the stables where they left their machine was responsible for the damage. — *Cyclist*.

GEO. DAKIN, who fell at Ithica, has so far recovered from his injuries, that he has returned to his home in Buffalo.

AT the Cleveland races, George Collister and J. T. Huntington broke the one-quarter and one-half mile tandem record, on a Rudge Humber tandem, making the one-quarter in 43½ sec., and the one-half in 1.24.

MR. W. B. SAYLOR, of Bordentown, N. J., writes: "Received the American Rudge yesterday morning, in good condition, and I, as well as my customer, like it better than any I have yet seen."

DOGS.

A PERSON who takes a dog to a bicycle track renders himself liable to nothing less than downright manslaughter. And a heavy penalty should be inflicted upon any individual whose carelessness or thick-headedness causes him to let a dog loose on a track where racing men are at practice. Saturday afternoon, as Heath of Lee was coming down the straight, a dog crossed the track directly in front of his wheel. Fortunately he was riding a Star; otherwise he would have received serious if not fatal injuries. The front wheel struck the dog a terrible blow in the neck, which caused the machine to sway and wobble all over the track. Heath showed himself possessed of good staying powers, and was able to prevent a bad fall, controlling his machine long enough to enable him to strike on his feet. The small wheel had been knocked badly out of gear, and the whole machine badly wrenched. Just behind Heath at the moment of the accident was Percy Stone, who, by what seemed a miracle, succeeded in safely dodging both the dog and Heath. Following Stone were Frazier, Merrill, Woodside, Hall, and several others who had time enough to slow up and avoid bad headers. Had the men been bunched as closely as a few minutes previously, and going at the same rate of speed, nothing could have prevented a most terrible accident, as all would have gone together in a heap. Everybody who saw the accident was highly incensed, and all expressed a wish that the machine had killed the dog. It was noted that the animal immediately disappeared from view. One wheelman was so indignant that he remarked that if he had had a pistol with him, he would have immediately shot the dog. Had he done so, nobody would have blamed him. Only a wheelman can realize the helpless position in which a rider is placed under the circumstances. Going at full speed, if anything crosses his path there is no averting the consequences, which involve possible loss of life, and at the least, serious injury. Persons who own dogs, and do not know enough to leave them at home when visiting a bicycle track, ought to be made to realize that they are jeopardizing human life by so doing. One terrible accident would, of course, open their eyes. But that is learning the lesson at too great a cost. There seems to be no remedy for such cases. The managers of the Springfield tournament have every year forbidden the admission of dogs to the park during racing. But some people, who have more regard for their pets than for the lives of human beings, persist in bringing them to the park, avoiding detection by hiding them in their carriages. The animals eventually get restless and uneasy, and their owners, careless of consequences, let them out to

roam the grounds at will. It would be advisable for the proper authorities to sanction the shooting of any dog seen on the park during the progress of a race. The people can aid the managers by heeding their request to leave their pets at home; but they won't do it, and therefore it seems that summary measures for the suppression of this nuisance would be not only expedient, but justifiable. — *Springfield Union*.

BOTH Mr. B. B. Ayers, tourmaster of the L. A. W., and Mr. G. R. Bidwell, the chief marshal, will use Rudge light roadsters on the L. A. W. tour. Of the sixteen officers of the tour, nine of them are mounted on their Rudge light roadsters.

JOHN'S HOLIDAY TOUR.

(*Wheel World*.)

YOUNG Mr. John Williamson, who lived with his mother at Daisy Villa, was as pleasant a young cyclist as you would come across in a good day's ride anywhere. He was a young man of a quiet and retiring temperament, and, indeed, in the neighborhood of his mother's residence, the aforesaid Daisy Villa, it was currently reported that half a pound of the best fresh or a quarter of "real Dosset" would not have melted if placed within his mouth. As to the truth of this assertion we cannot vouch, never having tried the experiment; but though a quiet young man, John was by no means a sham cyclist; indeed, he had on one occasion ridden forty-five full miles in the day on his tricycle.

John was also a great man at the church, and at Sunday-school treats, concerts, picnics, magic lantern entertainments, and penny readings he was all there, and every one allowed that in handing round tea, cutting bread and butter or cake, and managing the children, John had but one rival; that rival was one of the opposite sex — Miss Florence Lord, twenty, pretty, and accomplished, and, as the vicar said, "the right-hand man of their church." When an old servant of the church retired from active service, who but Miss Lord collected enough to present him with a handsome testimonial to make glad his heart in his days of ease? If an old lady required piloting to church, or expressed a desire to journey up to London, who but Miss Lord was good enough to take charge of her? and in twenty other departments she was equally invaluable. In short, Florence Lord was the soul of the circle in which she moved. She was the leader of the ladies, John headed the gentlemen.

Strange as it may seem, though they were often brought into close proximity in the course of their duties, they were never much of friends. John was by no means a ladies' man, and somehow or other in that particular young lady's presence was quieter than ever. But still waters run deep, and let me whisper a secret, — John was in love with her; he had been from the first time he met her. It was a clear case of love at first sight.

The manner of their first meeting was this: A grand bazar was held at the church, and John — who had only recently moved into the neighborhood — went on the last evening it was open. He was walking round the hall, looking about on all sides, when a young lady of prepossessing appearance (as the

newspaper reports say) came up and asked him to take a share in a raffle for a — baby's cradle, which she held in her arms. Reader, can you imagine what a shock this invitation gave to the sensitive nerves of our friend John? He politely declined to take a chance of securing the valuable prize, and the young lady, who was, of course, no other than Miss Florence Lord, went away to pounce upon some other probable investor.

When John became attached to the church, and occasionally met Miss Lord there, she would often call this little incident to his mind. For instance, at the time of decorating the church for Christmas, John, on the top of a tall pair of steps, said to Miss Lord, who was passing below with a large armful of evergreens, "Miss Lord, might I trouble you to pass me up that hammer?"

"I've a good mind not to," said she — "you would n't go in for my raffle."

Gradually, as their vocations brought them more together, John and the young lady got to be better friends, and by the time he had escorted her home from church several times, and from one or two parties, they quite understood one another. She was keen enough to perceive that under his quiet manner he had many sterling qualities, and he admired the young lady for — well, he did not know what in particular — just because he was in love with her, perhaps. But "he never told his love," and one day, on coming back from his Easter holidays, he wished he had. Miss Lord had gone away with a wealthy family in the country. John made many endeavors to ascertain where she had gone, but was unable to find out. His interest in the church declined from that day, and although he still went on with his Christian duties there, he lacked the fire of old.

Miss Lord had gone, and she had taken John Williamson's heart away with her.

One evening, some months after, when John came home from business, his mother said, as she carved the meat-pie for him, "When are you going to take your holidays?"

John, with his mouth full of pie, replied that he had that day fixed to go in three weeks' time, but where he was going to he had not the slightest idea. The year before he had been to a quiet little watering-place on the South coast, and would in all probability have gone there again had his mother not suggested his making a tour on his tricycle. This was quite a new idea, and John required some little time to thoroughly weigh the *pros* and *cons*.

"The only drawback I can see," said thoughtful Mrs. Williamson, "is the danger of damp sheets. If you do go, John, be sure you sleep between the blankets."

John promised, and at the same time sent his plate up for another help of pie.

"And," continued Mrs. Williamson, "mind what water you drink when you are out. Perhaps you had better get a pocket filter; and be sure and not to drink when you are hot."

And so she went on, until John suggested she should save up her cautions till he had finally settled whether he would go or not. All next day at the office, he was thinking the matter over, and making calculations as to the probable cost per day, etc., and by the evening he had quite decided to go.

"Well, my dear," said his mother, "what are you going to do?"

John replied that he had decided to go, and produced his calculations, etc., which mother and son went into at once. That finished, John went out and borrowed an armful of maps and road books to sketch out his course by. He had got a fortnight at his disposal, and proposed to do about forty miles per day for the first three days down to a well-known seaside resort, stay there a week or so, making runs in the neighborhood, and then ride back.

(*To be continued.*)

DR. BLACKHAM SPEAKS.

Editor CYCLE: — I am not insensible to the compliment of having two thirds of your first page devoted to my demolition. I object, however, to some of your conclusions as not being justified by anything contained in the resolutions you so sharply criticise.

1st. Your conclusion that the doctor would have the League assert jurisdiction over walking, running, jumping, etc., is erroneous. I have no desire to see the League take note of these matters, and purposely limited the jurisdiction to "cycling athletics in the United States." This does *not* mean that the League should take jurisdiction over professional races. It never had such jurisdiction and has no business with it anyhow. As to the promateurs — so called — I have nothing to say. Either a man *is* an amateur, or he is *not*. If he is not, the League has nothing to do with him save to keep him from contaminating the League amateurs.

Your statement that "the doctor would have the League indorse the breaking of the laws of the land," is unworthy of you, as you know it is not true. The League has no more to do with road racing than it has with burglary or petty larceny. If the League does not see fit to expel men for the former kind of law-breaking, as it doubtless would for either of the two latter forms, — it can just ignore it, refuse to enter records for it, and treat competing with or pace-making for a professional on a road race same as if it were a private trial, *i. e.* pay no attention to it at all.

Yes, "the doctor would allow a man to compete with a professional or for a money prize at a meeting held under C. T. C. or A. C. U. or N. A. A. rules, and would have the action of these societies ignored if the man was disqualified. Just exactly so if the meeting took place in the U. S. A. If in England or any of the British possessions then the action of the C. T. C. or N. C. U., or other British society, would be of effect. But all this does not say that our Racing Board should not take cognizance of such acts on the part of cyclers if done here. It could still take up each of these cases and suspend or expel just as if the A. C. U. or N. A. A. A. was not in existence. My only contention is that it should not be bound nor influenced by their action. I have no objection to the N. A. A. A. legislating for runners, jumpers, skaters, stand-on-their-headers, and all sorts and conditions of amateur circus actors, so long as it don't interfere with the cyclers, or as the League quietly ignores such interference if attempted.

I am equally well pleased to have the A. C. U. legislate for the non-amateur cyclers, but I don't want the League to surrender its

jurisdiction over an amateur, and thus deprive him of the benefits of League membership at the bidding of, or because of any action of, the A. C. U.

What I aim at in these resolutions is simply that the League shall assert its rights over its own membership, try any cases of violations of its laws with its own tribunals, and not deprive a man of his rights as a League member upon the say-so or action of a society to which the said member may never have given his adhesion.

GEO. E. BLACKHAM, L. A. W. 464,
Representative for N. Y.

DUNKIRK, N. Y., 18 Sept., '86.

MEMPHIS.

I WILL begin my letter by saying to the many readers of the CYCLE, who live in this city and the South, that they hear from me quite often, at least once a month, and I hope they will use their influence to induce their fellow-wheelmen to subscribe for it.

* * *

Do you know, Mr. Editor, that the CYCLE is the best liked of any of the cycling weekly papers? The subscribers and non-subscribers are always asking for the CYCLE; if it's a day behind, the first question you will hear on meeting a wheelman is, "Did you get the CYCLE?" The CYCLE is also looked on as *authority* here, on any and all matters pertaining to the wheel.

* * *

MEMPHIS feels highly honored, and that deservedly so. The Springfield Bicycle Club asked their president, W. L. Surprise, to act as one of the judges at their coming tournament. It is regretted both by the club and Mr. Surprise that his business would not admit of his absenting himself so long from the city.

* * *

BEFORE this reaches the eye of the public, the great Springfield tournament has come and gone, and with it, no doubt, all the records, at least a majority. The Columbia team are said to be in great shape, and the fight between them and the Overman team will be watched with interest. Which shall it be, — Rowe, Hendee, Knapp, Ives, or Rhodes? This is the all-absorbing question down this way.

* * *

At a meeting of the Memphis Cycle Club, held Tuesday, 14 Sept., six wheelmen applied for membership, and it is thought that as many more will come into the folds of the club. They have now in prospect the building of a track in a convenient locality, and the fitting up of a club room, which is situated on Adams street, a good thoroughfare, and leads to good roads and pikes in every direction, the streets being paved with macadam now. In the rooms the club proposes to have racks for wheels, locked, a pool table, and other items of interest, which tend to draw the members together during the winter months, having on their tables all the cycling papers and illustrated weeklies. This is the idea as given by the president, and it is hoped they will be carried out.

* * *

THE matter of street pavements is being brought before the public through the columns of the daily *Appeal*. A few days since quite an article appeared, and with it also

appeared the letter as published lately in the Philadelphia *Ledger* by Mr. M. C. Meags. The city government is now laying a patch of granite pavement for an experiment, and the only hope of our riders is that they will tear up Main and Second streets and relay them with granite instead of the horrible cobble-stone. I see from the *Bulletin* one of the Chicago riders don't like to ride on granite. My dear sir, it would be a great boon to us to have a good granite pavement on our principal thoroughfares; so, Brother Kennington, you can imagine what we must have, when we say a good granite pavement is so far superior to our cobble-stone, that the former would run like your asphaltum, while the latter would jolt your eye-balls out.

* * *

I WISH to quote at random from a letter received by your correspondent, who went from here by train to Cincinnati, and then intended to wheel to Massillon, Ohio. He says: "... We expect to make Springfield to-morrow, about seventy-four miles. The boys tell us that the roads are good, even better than those that they have shown us (around Cincinnati). If they are any better, I don't see how I can stop at Springfield, for nothing short of one hundred and fifty miles will satisfy me. ... We have met a number of the (bicycle) boys, and two of them were out with us yesterday, William Haven and Dave Sammitt. They downed us on the hill climbing. These boys can climb mountains, I believe. The pikes are fine, but I never saw the like of hills. ... When we started out yesterday, S— (a Memphis lad) took a big header, going down a steep, rocky hill. The boys advised him to dismount, as they did; S— thought would show them how to ride, but he only succeeded in showing them how to take a first-class header. ... We leave to-morrow (28) for Massillon."

CYCLOS.

MEMPHIS, TENN., 15 Sept. 1886.

MR. HILLIER REPLIES.

THE American CYCLE says: "Mr. Hillier is still in doubt regarding American records, and he refuses to credit them. Before Mr. Hillier can qualify as a doubter he should remove the doubt which has been thrown upon his own records for fifty-three and fifty-four miles, and he should also show good reasons for accepting the tricycle records of Lowndes, which were shown to be no records on the evidence of Hillier himself, but which were used by our doubting friend after a lapse of time had caused many to forget his testimony." We were not aware that any doubt existed concerning the 53 and 54 mile records. The records in question were made in a match carefully checked, clocked by G. P. Coleman, passed by the Records Committee of the N. C. U., and if we are rightly informed, they are tabulated by Mr. Ducker in his recent Annual or Handbook, and no one to our knowledge has ever had a word to say against them. So we can only suppose that they are questioned for the sake of questioning. This does not worry us, as questioning will do them good. As to such ancient history as the Lowndes ten-mile tricycle record, its accuracy was never questioned, but the point was raised as to whether a professional pace-maker who helped

Lowndes had vitiated not the record but the amateur status of the record-maker. The N. C. U. took no action, and Lowndes' record passed into the books, where it remained until Gatehouse erased it.—*Bi. News*.

THE *World* of 29 Jan. 1886, says of the 53-mile record: "In all the published reports of the event in which the record was made, including that of the paper of which Mr. Hillier was editor, the time was given as 3.3 26. We have heard no reason assigned for a change in the time first reported, but in all the compilations of best times on record by the English press, the record is given as we have it, 3.2.50, and the N. C. U. accepts these figures." The time for 54 miles was reported as 3.7.29, and the tables at the end of the year set it down as 3.6.15. We have asked the English papers repeatedly to explain this change in the figures, but they have failed to do so. (Cyclist, Vol. vi, Page 971.) We throw no doubt on the record. We have asked why the change was made, and Mr. Hillier has failed to answer. Regarding the Lowndes record, Mr. Hillier said in the *Tricyclist* (Vol. ii, Page 15): "If the trial was a public one, then Mr. Lowndes infringed the law (Amateur) both in letter and in spirit, by allowing a professional to ride with him. If, on the other hand, the trial was a private one, then no law has been broken; but at the same time, the record cannot be claimed as a public record, and must therefore be put in the same category as the fine private performances of Cortis, Buckley, Whatton, and others, which, though most fully authenticated, cannot be put in the record books for the above reason." Mr. Hillier intimates that the protest against the amateur status of Mr. Lowndes was disallowed because Lowndes would not claim the record, but regarded the trial as a private one. There was no question but that Robert James, a professional, made the pace for Lowndes, and it is a matter of record that Lowndes did not claim the record for fear of losing his status. Why, then, did the N. C. U. enter the records on its books? If they are records, they must be in the professional tables. They cannot exist as amateur records. We still contend that the matter has not been explained.

ST. LOUIS.

OF course you have heard of our "Nocturnal Illuminated Wheelmen's Parade," which occurs on 1 October. The air is full of it here. Let me tell you what was done at the rally, attended last Thursday night by one hundred and fifty local wheelmen. Chairman Cooke's opening address was followed with an oration by Flyingstart Hicks, which had the usual effect of convulsing the crowd, convincing them that success was already secured, and in fact getting them into a state of inflation perfectly appalling. It is now pretty certain that St. Louis will place three hundred men in line. A large fenced enclosure opening upon the asphaltum at 20th and Pine streets has been secured for the week previous to the event, where machines can be kept and decorated. Starting there, the route will wind about the concrete surfaces, then making the usual round of the brilliantly lighted main thoroughfares, 4th street and Broadway, the granite pavements of which will be unsprink-

led; thence back to the asphaltum and disband. Police protection will be amply provided by a platoon of mounted reserves in the van and foot police at the sides. The parade, in charge G. M. Stettinius and aids, will be formed in about this order: After the police the St. John (Mich.) Bicycle Brass Band, 13 men; Missouri Club Flambeau Battalion; Missouri Bicycle Club, in uniform of white flannel; St. Louis Demon Drill Squad, composed of ten riders in Mephistophelean costume, who will form a square about two small trick riders, called the "little devils." A constant shower of sparks will fall upon the red suits of the squad, which Grand Marshal Stettinius claims will excel anything of the sort ever attempted. Next in order will come the Ramblers, Eutotas, Stars, and unattached, in two divisions, which will be intersected by the Humpty Dumpty squad; the Rambler Flambeau Battalion bringing up the rear. Presuming that the minimum number of riders will be three hundred, the parade will stretch to ten squares in length. The general basis of illumination will be a T-shaped upright attached to the head of the rider; though there are a number of ingenious schemes which have not yet been unfolded, especially those for the adornment of tricycles.

All else is at a practical standstill. Every wheelman in town is in the parade, heart and soul, and a like feeling prevails in Kansas City, where a circular has been issued bearing the legend, "Ho for the St. Louis Wheelmen's Carnival!" Our latchstring is out long and strong, and the slight favor of helping to enlarge the parade will be reciprocated next day by a howling time in the way of road and track racing and a biquet at night, and we will scare you to death on Sunday by showing you the little hills on the De Soto road.

We are kicking violently out here against the present mode of obtaining League uniform. We want them made here instead of New York, and we want the Division secretary to issue the certificate of membership required;

For things have come to a terrible pass
When a man can't wallop his own jack—

GAS.

OHIO AND THE LAW.

FROM Chief Consul Kirkpatrick's address we extract the following to show what has been done by the Ohio Division to secure the rights of wheelmen: "Four distinct towns in this State have been the subjects of ordinances prohibiting or greatly restricting the use of bicycles on their streets. Under the direction and by the assistance of your officers, the local members of the Division have in each and every case secured the withdrawal of the said ordinances.

"In the town of Lockland a suit was threatened last December growing out of the scaring of a team by one of our members. A course of action was laid out by your proper officers, the result being that the suit was never filed. The fact that the League would back and protect the individual member, together with citations of decisions, convinced the plaintiff that he had no case.

"Later in the year a suit was entered against a member at New Philadelphia. Suit for

damage was brought in the amount of \$5,000. The division at once took up the case, the result being that the petition of the plaintiff was denied, and he thrown in the cost for his pains.

"About the first of July, the chief of police of the city of Cincinnati issued an order prohibiting bicycling within the corporation. A meeting of the local members was at once called, and the officers of the Division, learning of the meeting, were promptly on hand. A committee had already conferred with Mayor Smith, who at once conferred with the chief of police. The result was that during the meeting the mayor came in and advised that the whole matter was a mistake and a misunderstanding, and that wheelmen should have the same rights in the future as they had enjoyed in the past,—the same rights as other vehicles.

"Only a week ago yesterday a member of my own club riding in the western portion of our city passed a group of drunken toughs. Just after he passed them, one of the group seized the backbone of his wheel, and by shoving it sidewise, threw wheel and rider violently to the ground. The father of the wheelman, with our local club, at once took up the matter, had him arrested, and the next day in police court he was fined \$10 and costs, \$15.40 in all, to stand committed until the fine was paid.

"In not every one of these cases did the League show itself, but in reality it was back of them all. Had there been no such organization as the League of American Wheelmen, these ordinances and rulings would now be in force against us. Our own self-interest, then demands, of us unswerving loyalty to such an organization."

THE Los Angeles *Express* of 28 Aug., says: Fred E. Von Meerbeke, the youthful New York Knickerbocker who left his native city on 1 March for a trip to San Francisco by way of New Orleans, arrived in Los Angeles yesterday afternoon. He is only twenty years of age, and is the youngest rider for a long distance in the United States. When he left New York his weight was one hundred and thirty-five pounds, and is now one hundred and thirty-one and one half. The run to New Orleans was made in forty-seven days, twelve days' time being lost on account of rains, the average day's journey being forty miles. He remained in the Crescent City fifteen days, and then started for California by way of Houston, San Antonio, El Paso, and Tucson, reaching the latter place 7 Aug. From Yuma he had to ride about one hundred miles on the train, on account of the water that caused the washouts still being in the road. Leaving San Geronimo on Sunday, Colton was reached that night, and the trip from Spadra to this city made between 6.30 A. M. and 12.30 P. M., of Monday. The average daily distance travelled since leaving New Orleans, has been thirty-three miles. During the trip he estimates that he has walked one fourth of the entire distance. He was given one hundred and fifty days in which to reach San Francisco, and has still forty-nine days in which to finish. The return trip will be made by rail. During the trip thus far he has worn out seventeen steel balls in the bicycle, six pairs of pants and five pairs of shoes. Blue overalls and canvas shoes are

worn. A similar trip was made to Denver last year, and next year, in company with a brother, Mr. Von Meerbeke expects to go to Europe and make a tour of the Continent.

THE bicycle tournament this week has fairly divided the honors of public local attention with the State convention. A most noticeable feature of the races was the character of the audience. The horse races drew as big a crowd on the big day as the bicycle races on the first day, but there was a vast difference in the character of the crowd. The cyclists had more women than men on the grand stand, and the people were all from the best of the city. The unfortunate weather of the second day has made the tournament a loss to the Connecticut Club rather than a gain, and strengthened the feeling that before another tournament is given there must be a good half-mile track in the city, and easy of access, and more than all, one not cut up and cuppy because of previous use for horse racing.—*Hartford correspondent Springfield Republican.*

THE PATH.

SPRINGFIELD, 21 Sept.—Races under the management of W. J. Morgan (2).

Five-mile Professional.—Chas. Frazier (1), 16.06; W. J. Morgan.

Quarter-mile Dash to Beat Record.—R. Neilson (1), 39s.; W. M. Haradon (2).

Eight-mile, Man v. Horse.—Horse Propellor (1), W. M. Woodside (2).

A five-mile race was also run between the above parties with the same results.

PROVIDENCE, 21 Sept.—Races under the auspices of the R. I. Fair.

One-mile State Championship.—E. Bufum (1), 3.10½; M. W. Turner (2).

Half-mile (under eighteen years).—H. Wilmarth (1), 1.26½; J. E. Tweedy (2).

One-mile Open.—F. B. Brigham (1), 3.10; H. Wilmarth (2).

Half-mile without Hands.—F. B. Brigham (1), 1.36½; E. S. Hutchins (2).

Three-mile State Championship.—E. Bufum (1), 10.39; H. G. Wilks (2).

One-mile for Stars.—James E. Dawson (1), 3.25½; C. M. Keep (2).

SPRINGFIELD TOURNAMENT.

TUESDAY, 14 SEPTEMBER.

One-mile Promateur, — First Heat of World's Championship.

Leader.	Miles.	M.	S.
C. E. Kluge.....	$\frac{1}{4}$	39	
C. E. Kluge.....	$\frac{1}{2}$	1	18
W. A. Rowe.....	$\frac{3}{4}$	1	57 $\frac{3}{4}$
W. A. Rowe.....	1	2	38
C. E. Kluge (2).....	1	2	40 $\frac{1}{2}$

One-mile Novice, —

Leader.	Miles.	M.	S.
Wm. Harding.....	$\frac{1}{4}$	41 $\frac{1}{2}$	
Wm. Harding.....	$\frac{1}{2}$	1	25 $\frac{1}{2}$
Wm. Harding.....	$\frac{3}{4}$	2	7 $\frac{1}{2}$
Wm. Harding.....	1	2	51 $\frac{1}{2}$

F. W. Fahy (2), 2.55½; Henry Goodman (3); H. H. Chapman (4).

Ten mile Promateur A. C. U. Championship, —

Leader.	Miles.	M.	S.
C. P. Adams.....	$\frac{1}{4}$		54 $\frac{1}{2}$

C. P. Adams	1	39
C. P. Adams	2	27 ² / ₄
C. P. Adams	3	18 ² / ₅
C. E. Kluge	1 ¹ / ₂	
C. E. Kluge	2	27 ¹ / ₅
W. A. Rhodes	2 ¹ / ₂	
W. A. Rhodes	3	9 ² / ₅
W. A. Rhodes	3 ¹ / ₂	
W. A. Rhodes	4	12 04
W. A. Rhodes	4 ¹ / ₂	
W. A. Rhodes	5	15 05 ¹ / ₅
W. A. Rhodes	5 ¹ / ₂	
W. A. Rhodes	6	18 04 ² / ₅
W. A. Rhodes	6 ¹ / ₂	
W. A. Rhodes	7	21 07
G. M. Hendee	7 ¹ / ₂	
G. M. Hendee	8	23 51 ² / ₅
G. M. Hendee	8 ¹ / ₂	
G. M. Hendee	9	26 40
G. M. Hendee	9 ¹ / ₂	
G. M. Hendee	10	29 28 ⁴ / ₅

Percy W. Stone (2), 30.19; W. A. Rhodes (3)

Five-mile Professional Handicap, —

Leader.	Miles.
F. T. Merrill, 440 yds.	1 ¹ / ₄
F. T. Merrill	2 ¹ / ₄
F. T. Merrill	3 ¹ / ₄
F. T. Merrill	4
C. F. Frazier, 300 yds.	2
C. F. Frazier	3
C. F. Frazier	4
R. A. Neilson, 100 yds.	5

W. M. Woodside, 30 yds. (2), 14.36; H. Crocker, 100 yds. (3); F. T. Merrill, 440 yds. (4); C. F. Frazier, 300 yds. (5); W. J. Morgan, 250 yds. (6).

Wood started at scratch and finished two miles. He was timed as follows: $\frac{1}{4}$, 38²/₅; $\frac{1}{2}$, 1.20; $\frac{3}{4}$, 2.1⁴/₅; mile, 2.46¹/₅; two, 5.53³/₅. Woodside was clocked after Wood retired, as follows: Three, 8.22; four, 11.49¹/₅; five, 14.36.

One-Mile Promateur, Second Heat of Championship, —

E. P. Burnham	Miles.	M.	S.
E. P. Burnham	1 ¹ / ₄	1	48
E. P. Burnham	2 ¹ / ₄	2	36 ¹ / ₅
E. P. Burnham	3 ¹ / ₄	3	23 ² / ₅
E. P. Burnham	4	3	02 ² / ₅

F. F. Ives (2), 3.03²/₅

Five-mile Amateur, 16.30 class, —

E. B. Smith	Miles.	M.	S.
E. B. Smith	1 ¹ / ₄	1	49 ⁴ / ₅
E. B. Smith	2 ¹ / ₄	2	36
E. B. Smith	3 ¹ / ₄	3	22 ⁴ / ₅
E. B. Smith	4	3	11 ² / ₅
E. B. Smith	5	6	20 ² / ₅
E. B. Smith	6	9	21 ² / ₅
C. D. Heath	7	12	17
H. S. Hart	8	15	2 ¹ / ₅
H. L. Burdick (2)	9	15	03

P. S. Brown (3); A. F. Edmans (4); W. H. Langdown (5); C. D. Heath (6).

One-mile Promateur Tricycle, —

E. P. Burnham	Miles.	M.	S.
E. P. Burnham	1 ¹ / ₄	1	1 ² / ₅
E. P. Burnham	2 ¹ / ₄	2	51
E. P. Burnham	3 ¹ / ₄	3	38 ⁴ / ₅
E. P. Burnham	4	3	18 ¹ / ₅
F. F. Ives (2)	5	3	18 ² / ₅
C. E. Kluge (3)	6		

Three-mile Professional, —

C. F. Frazier	Miles.	M.	S.
C. F. Frazier	1 ¹ / ₄	1	49 ² / ₅
C. F. Frazier	2 ¹ / ₄	2	38 ⁴ / ₅
C. F. Frazier	3 ¹ / ₄	3	24 ² / ₅

C. F. Frazier	1	3	14 ² / ₅
W. J. Morgan	2	6	8 ² / ₅
R. A. Neilson	3	9	01

Woodside ties Crocker (2), 9.1¹/₅; C. F. Frazier (3); Fred Wood (4); W. J. Morgan (5); F. T. Merrill (6).

One-mile Promateur, — Third Heat of World's Championship.

Leader.	Miles.	M.	S.
Percy W. Stone	1 ¹ / ₄	1	57
Percy W. Stone	2 ¹ / ₄	2	48 ¹ / ₅
Percy W. Stone	3 ¹ / ₄	3	37 ² / ₅
Percy W. Stone	4	3	17 ² / ₅
C. P. Adams (2)	5	3	18

One-mile Amateur Tandem, — A. C. U. Championship.

Leader.	Miles.	M.	S.
Crist and Brown.....	1 $\frac{1}{4}$		*41 $\frac{1}{5}$
Crist and Brown.....	2 $\frac{1}{4}$	*1	21 $\frac{2}{5}$
Crist and Brown.....	3 $\frac{1}{4}$	†2	1 $\frac{3}{5}$
Crist and Brown.....	4	†2	43 $\frac{4}{5}$
Rich and Foster (2).....	5	2	45 $\frac{5}{5}$

Huntington and Collister (3)
* Best American record. † Best World record. || Ahead of previous world's record.

One-mile Professional, — Fourth Heat in World's Championship.

Leader.	Miles.	M.	S.
R. James	1 ¹ / ₄	1	37 ² / ₅
R. James	2 ¹ / ₄	2	58
R. A. Neilson	3 ¹ / ₄	3	37 ¹ / ₅
R. A. Neilson	4	4	19 ² / ₅
Robert James (2)	5	4	20 ¹ / ₅

The men were fined \$10 each by the referee for loafing.

SECOND DAY.

WEDNESDAY, 15 SEPTEMBER.

All the riders were notified by the referee at the outset, that any championship heat that was run in slower time than three minutes, would be considered a loafing race, and fines would be imposed.

One-mile Professional, — Fifth Heat in World's Championship.

Leader.	Miles.	M.	S.
W. M. Woodside	1 ¹ / ₄	1	38 ¹ / ₅
W. M. Woodside	2 ¹ / ₄	2	16
Fred Wood	3 ¹ / ₄	3	56 ² / ₅
Fred Wood	4	2	32 ³ / ₅
W. M. Woodside (2)	5	2	36

Fred Wood's mile is the fastest ever made in competition.

One-mile Promateur, — Sixth Heat in World's Championship.

Leader.	Miles.	M.	S.
G. M. Hendee	1 ¹ / ₄	1	37 ¹ / ₅
G. M. Hendee	2 ¹ / ₄	2	14 ² / ₅
G. M. Hendee	3 ¹ / ₄	3	53 ¹ / ₅
G. M. Hendee	4	1	2 35
W. A. Rhodes (2)	5	2	43

Five-mile Amateur Lap, —

Leader.	Miles.	M.	S.
A. B. Rich	1 ¹ / ₄	1	20 ² / ₅
H. W. Gaskell	2 ¹ / ₄	2	47 ² / ₅
A. B. Rich	3 ¹ / ₄	3	50 ¹ / ₅
Fred Foster	4	5	50 ¹ / ₅
H. W. Gaskell	5	8	46 ² / ₅
H. W. Gaskell	6	11	55 ² / ₅
H. W. Gaskell	7	15	03

F. Foster (2), 15.03¹/₅; A. B. Rich (3); P. S. Brown (4).

Rich (1), 111 points; Gaskell, (2) 89

points; Fred Foster (3), 74 points; P. S. Brown (4) 66 points.

Three-mile Professional Tricycle, —

Leader.	Miles.	M.	S.
R. James	1 ¹ / ₄	1	52 ² / ₅
H. G. Crocker	2 ¹ / ₄	2	26
H. G. Crocker	3 ¹ / ₄	3	15 ¹ / ₅
H. G. Crocker	4	6	26 ¹ / ₅
T. W. Eck	5	9	41 ² / ₅
T. W. Eck	6		
H. G. Crocker	7		

T. W. Eck (2), 9.45³/₅; R. James (3).
There were but three starters and three prizes. The referee notified the men that the last man must finish in 9.50 or less, or forfeit a prize.

Five-mile Promateur Lap, —

Leader.	Miles.	M.	S.
W. A. Rowe	1 ¹ / ₄	1	2 47 ⁴ / ₅
W. A. Rowe	2 ¹ / ₄	2	5 42 ² / ₅
W. A. Rowe	3 ¹ / ₄	3	8 39 ² / ₅
W. A. Rowe	4	11	37 ⁴ / ₅
W. A. Rowe	5	14	35

W. A. Rhodes (2), 14.36; F. A. Ives (3).
Rowe (1), 50 points; Rhodes (2), 34 points; Ives (3), 30 points.

One-Mile Professional, — Seventh Heat in World's Championship: —

Leader.	Miles.	M.	S.
J. S. Prince	1 ¹ / ₄	1	44 ⁴ / ₅
H. G. Crocker	2 ¹ / ₄	2	4 ¹ / ₅
H. G. Crocker	3 ¹ / ₄	3	2 44 ⁴ / ₅
J. S. Prince	4	2	45

Three-mile Amateur Tricycle, —

Leader.	Miles.	M.	S.
H. W. Gaskell	1 ¹ / ₄	1	52
H. W. Gaskell	2 ¹ / ₄	2	28
H. W. Gaskell	3 ¹ / ₄	3	15
H. W. Gaskell	4	6	47 ⁴ / ₅
J. T. Williams	5	9	57
A. B. Rich	6	9	59 ³ / ₅
H. W. Gaskell (2)	7		
J. T. Williams (3)	8		
Fred Foster (4)	9		

Three-mile Professional Handicap, —

Leader.	Miles.	M.	S.
F. T. Merrill, 250 yards	1 ¹ / ₄	1	
F. T. Merrill, 250 yards	2 ¹ / ₄	2	
F. T. Merrill, 250 yards	3 ¹ / ₄	3	
F. T. Merrill, 250 yards	4	1	
C. F. Frazier, 150 yards	5	2	
Fred Woods, scratch	6	8	36 ⁴ / ₅
W. M. Woodside, scratch	7	8	37
R. A. Neilson, 50 yards	8		

Wood's time, Quarter, 42; half, 1.20²/₅; three quarter, 2.04; mile, 2.40; two, 5.44²/₅.

Five-mile Promateur Handicap. — W.

M. Haradon, 550 yards (1); P. W. Stone, 350 yards (2); C. E. Kluge, 300 yards (3); G. M. Hendee, scratch (4), 14.17⁴/₅; F. F. Ives, 150 yards (5); C. P. Adams, 200 yards (6).

Hendee's time: Quarter, 40²/₅; half, 1.21; three quarters, 2.01⁴/₅; mile, 2.44²/₅; two, 5.35¹/₅; three, 8.28²/₅; four, 11.19³/₅; five, 14.17⁴/₅.

Three-mile Professional Lap, —

Leader.	Miles.	M.	S.
W. M. Woodside	1 ¹ / ₄	1	42 ² / ₅

F. Wood	1	18
F. Wood	2	02 ² ₅
F. Wood	2	41
W. M. Woodside.....	2	5 36
R. A. Neilson.....	3	8 37 ² ₅
C. Frazier (2), 8.39 ² ₅ ; W. M. Woodside (3); Woodside (1), 32 points; Neilson (2), 26 points; Frazier (3), 25 points.		

THIRD DAY.

Rain caused a postponement of the races from Thursday, the 16th, to

FRIDAY, 17 SEPTEMBER.

One-mile Professional, — Eighth Heat of World's Championship.

Leader.	Miles.	M.	S.
Fred Wood.....	$\frac{1}{4}$	1	9 ¹ ₅
Fred Wood.....	$\frac{1}{4}$	2	9
Fred Wood.....	$\frac{1}{4}$	3	5 ² ₅
R. A. Neilson.....	1	3	46 ⁵ ₅
F. Wood (2).....	$\frac{1}{4}$	3	46 ⁵ ₅

A loafing race. The referee declared it no race, and imposed a fine of \$10 each. The race was run over again as follows:—

Leader.	Miles.	M.	S.
R. A. Neilson.....	$\frac{1}{4}$	1	46
R. A. Neilson.....	$\frac{1}{4}$	1	21 ² ₅
R. A. Neilson.....	$\frac{1}{4}$	2	2
F. Wood.....	1	2	44 ¹ ₅
R. A. Neilson (2).....	$\frac{1}{4}$	2	44 ¹ ₅

Three-mile Promateur Tricycle, —

Leader.	Miles.	M.	S.
E. P. Burnham.....	$\frac{1}{4}$	1	40 ¹ ₅
E. P. Burnham.....	$\frac{1}{4}$	1	24 ³ ₅
E. P. Burnham.....	$\frac{1}{4}$	2	10
E. P. Burnham.....	1	2	56 ¹ ₅
C. E. Kluge.....	2	5	57 ² ₅
E. P. Burnham.....	3	8	56 ² ₅
F. F. Ives (2).....	$\frac{1}{4}$	8	50 ⁵ ₅
C. E. Kluge (3).....	$\frac{1}{4}$		

Five-mile Amateur, —

Leader.	Miles.	M.	S.
H. W. Gaskell.....	$\frac{1}{4}$		51 ¹ ₅
C. L. Myers.....	$\frac{1}{4}$		1.42
C. L. Myers.....	$\frac{1}{4}$		2.32
H. S. Kavanaugh.....	1		3.25
H. S. Kavanaugh.....	2		6.57 ² ₅
H. S. Kavanaugh.....	3		10.21 ¹ ₅
W. E. Crist.....	4		13.38
W. E. Crist.....	5		16.26
A. B. Rich (2).....			16.26 ² ₅
H. W. Gaskell (3); Fred Foster (4); E. A. DuBlois (5); H. S. Kavanaugh (6).			

One-mile Promateur, — Ninth Heat in World's Championship.

Leader.	Miles.	M.	S.
G. M. Hendee.....	$\frac{1}{4}$		43 ² ₅
G. M. Hendee.....	$\frac{1}{4}$	1	25
G. M. Hendee.....	$\frac{1}{4}$	2	7 ¹ ₅
W. A. Rowe.....	1	2	44 ⁵ ₅

G. M. Hendee (2) 2.44⁴₅.

One-mile Professional Handicap, —

Leader.	Miles.	M.	S.
W. M. Woodside, 20 yards,	$\frac{1}{4}$		43
W. M. Woodside, 20 yards,	$\frac{1}{4}$	1	22 ² ₅
W. M. Woodside	$\frac{1}{4}$		
W. M. Woodside, 20 yards,	1	2	34 ² ₅
W. J. Morgan, 120 yards (2), 2.35; F. T. Merrill, 140 yards (3); R. James, 30 yards (4); J. S. Prince, 10 yards (5); C. Frazier, 70 yards (6).			

Wood and Neilson, scratch, withdrew at 1¹₂ miles.

Three-mile Amateur, —

Leader.	Miles.	M.	S.
A. B. Rich.....	$\frac{1}{4}$		41 ¹ ₅

A. B. Rich.....	1	28
H. S. Kavanaugh.....	2	14 ⁴ ₅
H. S. Kavanaugh.....	2	57 ¹ ₅
H. S. Kavanaugh	2	53 ⁵ ₅
Fred Foster (tie).....	3	40 ⁵ ₅
W. E. Crist (tie) 8.40 ¹ ₅ ; A. B. Rich (3); E. A. DuBlois (4); H. S. Hart (5); H. S. Kavanaugh (6); H. W. Gaskell (7).		

One-mile to run off above Dead Heat, —

Leader.	Miles.	M.	S.
Fred Foster	$\frac{1}{4}$		58 ¹ ₅
Fred Foster.....	$\frac{1}{4}$	1	50 ⁵ ₅
W. E. Crist.....	$\frac{1}{4}$	2	36
Fred Foster.....	1	3	11
W. E. Crist (2), 3.11 ² ₅ .			

Ten-mile Promateur Lap, —

Leader.	Miles.	M.	S.
P. W. Stone.....	$\frac{1}{4}$		58 ² ₅
W. A. Rowe.....	$\frac{1}{4}$	1	36
W. A. Rhodes.....	$\frac{1}{4}$	2	22
W. A. Rowe.....	1	3	2 ⁸ ₅
W. A. Rowe.....	2	6	10
W. A. Rowe.....	3	9	11 ² ₅
W. A. Rowe.....	4	12	8 ¹ ₅
W. A. Rhodes.....	5	15	8 ¹ ₅
W. A. Rowe.....	6	18	18
W. A. Rowe.....	7	21	29 ⁵ ₅
W. A. Rowe.....	8	24	40
W. A. Rhodes.....	9	27	46
W. A. Rowe.....	10	30	44
W. A. Rhodes (2), 30.44 ¹ ₅ ; C. P. Adams (3).			

W. A. Rowe, 118 points; W. A. Rhodes, 88 points; C. P. Adams, 69 points.

One-mile Professional, —

Leader.	Miles.	M.	S.
J. S. Prince.....	$\frac{1}{4}$		46 ² ₅
F. T. Merrill.....	$\frac{1}{4}$	1	33
W. M. Woodside.....	$\frac{1}{4}$	2	11
W. M. Woodside.....	1	2	46
R. A. Neilson (2), 2.46 ⁴ ₅ ; Fred Wood (3); C. F. Frazier (4); J. S. Prince (5); F. T. Merrill (6).			

Three-mile Professional Tricycle Handicap, —

Leader.	Miles.	M.	S.
T. W. Eck, 100 yards.....	$\frac{1}{4}$		
T. W. Eck.....	$\frac{1}{4}$		
T. W. Eck.....	$\frac{1}{4}$		
H. Crocker, scratch	1	2	55 ⁴ ₅
H. Crocker	2	*6	03 ⁵ ₅
H. Crocker	3	*9	10
T. W. Eck (2), 9.35; W. J. Morgan, 100 yards (3).			

Crocker's quarter miles were: *39, *1.22, 2.07³₅, 2.55⁴₅.

*Best American professional record.

FOURTH DAY.

SATURDAY, 18 SEPTEMBER.

Three-mile Amateur, 9.45 Class, —

Leader.	Miles.	M.	S.
W. M. Harding.....	$\frac{1}{4}$		45 ¹ ₅
W. M. Harding.....	$\frac{1}{4}$	1	27 ² ₅
W. M. Harding.....	$\frac{1}{4}$	2	13
W. M. Harding.....	1	2	58 ² ₅
W. M. Harding.....	2	6	13
H. L. Burdick.....	3	9	20
P. S. Brown (2), 9.21; W. M. Harding (3); A. F. Edmans (4).			

Ten-mile Professional Lap, —

Leader.	Miles.	M.	S.
W. M. Woodside.....	$\frac{1}{4}$		42 ² ₅
W. M. Woodside.....	$\frac{1}{4}$	1	20
W. M. Woodside.....	$\frac{1}{4}$	2	2
W. M. Woodside.....	1	2	42 ¹ ₅
W. M. Woodside.....	2	5	47 ¹ ₅

W. M. Woodside.....	3	8	55
W. M. Woodside.....	4	12	1 ³ ₅
C. F. Frazier.....	5	15	7
W. M. Woodside.....	6	18	22
W. M. Woodside.....	7	21	34
W. M. Woodside	8	24	42
W. M. Woodside.....	9	27	52
W. M. Woodside.....	10	31	19 ² ₅
C. F. Frazier (2), 31.20; H. G. Crocker (3); W. J. Morgan (4).			

W. M. Woodside (1), 138 points; C. F. Frazier (2), 120 points; H. G. Crocker (3), 99 points; W. J. Morgan (4), 74 points.

Three-mile Promateur, —

Leader.	Miles.	M.	S.
F. F. Ives.....	$\frac{1}{4}$		43
F. F. Ives.....	$\frac{1}{4}$	1	24
W. A. Rhodes.....	$\frac{1}{4}$	2	7 ⁵ ₅
W. A. Rhodes.....	1	2	48 ² ₅
G. M. Hendee.....	2	5	57 ² ₅
G. M. Hendee.....	3	9	2 ² ₅
F. F. Ives (2), 9.32 ² ₅ ; W. A. Rhodes (3); C. P. Adams, (4); C. E. Kluge (5).			

Three-mile Amateur Handicap, —

Leader.	Miles.	M.	S.
G. R. Collins, 250 yds.....	$\frac{1}{4}$		
G. R. Collins.....	$\frac{1}{4}$		
G. R. Collins.....	$\frac{1}{4}$		
G. R. Collins.....	1		
W. M. Harding, 150 yds.....	2		
W. E. Crist, 40 yds (1).....	3		
H. S. Hart, 50 yds. (2).....			
F. Foster, scratch (3).....		8	38 ³ ₅
E. A. DuBlois, 30 yds. (4).....			
H. S. Kavanaugh, scratch (5).....			
H. W. Gaskell, scratch (6).....			
W. M. Harding, 150 yds. (7).....			

One-mile Sanctioned Professional and Promateur, —

Leader.	Miles.	M.	S.
W. A. Rowe.....	$\frac{1}{4}$		43 ¹ ₅
W. A. Rowe.....	$\frac{1}{4}$	1	27 ¹ ₅
W. A. Rowe.....	$\frac{1}{4}$	2	28
W. A. Rowe.....	1	3	8 ³ ₅
Fred Wood (2).....	3	9	5

Men fined \$10 for loafing.

One-mile Professional, —

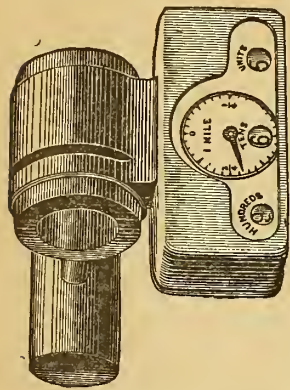
Leader.	Miles.	M.	S.
R. A. Neilson.....	$\frac{1}{4}$		47
R. A. Neilson.....	$\frac{1}{4}$	1	31 ³ ₅
R. A. Neilson.....	$\frac{1}{4}$	2	20
R. A. Neilson.....	1	2	58 ³ ₅
J. S. Prince (2).....	2	59	

One-mile Promateur 2.40 Class, —

Leader.	Miles.	M.	S.
E. P. Burnham.....	$\frac{1}{4}$		51 ³ ₅
E. P. Burnham.....	$\frac{1}{4}$	1	36
E. P. Burnham.....	$\frac{1}{4}$	2	12
Percy Stone.....	1	2	51
E. P. Burnham (2).....	2	51 ³ ₅	
F. F. Ives (3).....			
C. P. Adams (4).....			
W. M. Haradon (5).....			
C. E. Kluge (6).....			

Five-mile Professional, —

Leader.	Miles.	M.	S.
W. J. Morgan.....	$\frac{1}{4}$		53 ² ₅
W. J. Morgan.....	$\frac{1}{4}$	1	41
W. J. Morgan.....	$\frac{1}{4}$	2	30
W. J. Morgan.....	1	3	18
H. G. Crocker.....	2	6	35
H. G. Crocker.....	3	9	56
W. J. Morgan.....	4	13	23 ⁴ ₅
W. M. Woodside.....	5	16	16
Chas. Frazier (2), 16.16 ⁴ ₅ ; R. A. Neilson (3); H. G. Crocker (4); F. Wood (5); W. J. Morgan (6); F. T. Merrill (7).			



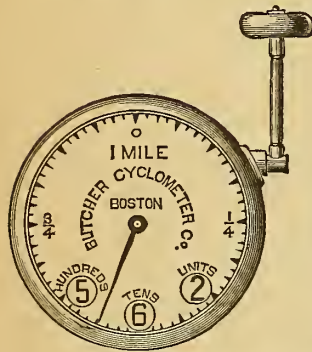
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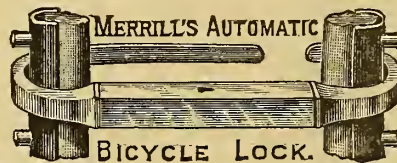
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IXION BICYCLE CLUB RACES AT ROSEVILLE, OCTOBER 16.

One-mile Tandem Handicap,—

Collister and Huntington, 5s...	$\frac{1}{4}$	41
Crist and Brown, scratch.....		40 $\frac{2}{5}$
Crist and Brown.....	$\frac{1}{2}$	19
Collister and Huntington.....	1	25 $\frac{4}{5}$
Crist and Brown.....	$\frac{3}{4}$	2 3
Collister and Huntington.....	2	15
Crist and Brown.....	1	2 48
Collister and Huntington.....	3	20 $\frac{4}{5}$

One mile against Time,—

Leader.	Miles.	M.	S.
G. M. Hendee.....	$\frac{1}{4}$		38 $\frac{4}{5}$
G. M. Hendee.....	$\frac{1}{2}$	1	15 $\frac{2}{5}$
G. M. Hendee.....	$\frac{3}{4}$	1	52 $\frac{2}{5}$
G. M. Hendee.....	1	2	31

Paced by Burnham, Adams, and Rowe.
Best promateur record for a mile.

Consolation Race. — One mile,—

Leader.	Miles.	M.	S.
G. R. Collins.....	$\frac{1}{4}$		48
G. R. Collins.....	$\frac{1}{2}$	1	33 $\frac{3}{5}$
G. R. Collins.....	$\frac{3}{4}$	2	21
E. A. DeBlois.....	1	3	1 $\frac{3}{5}$

A. F. Edmans (2) 3.1 $\frac{1}{2}$; E. B. Smith (3);
G. R. Collins (4).

NEW RECORDS.

FIRST DAY.

American Amateur Tandem,—

Leader.	Miles.	M.	S.
Crist and Brown.....	$\frac{1}{4}$		41 $\frac{1}{5}$
Crist and Brown.....	$\frac{1}{2}$	1	21 $\frac{2}{5}$
Crist and Brown.....	$\frac{3}{4}$	*2	1 $\frac{1}{5}$
Crist and Brown.....	1	*2	43 $\frac{1}{5}$

American Promateur Safety,—

	Miles.	M.	S.
C. E. Kluge.....	$\frac{1}{4}$		*39
C. E. Kluge.....	$\frac{1}{2}$	*1	18
C. E. Kluge.....	1	*2	40 $\frac{2}{5}$

SECOND DAY.

American Professional Tricycle,—

Leader.	Miles.	M.	S.
H. G. Crocker.....	3	9	41 $\frac{2}{5}$

THIRD DAY.

American Promateur Tricycle,—

Leader.	Miles.	M.	S.
E. P. Burnham.....	$\frac{1}{4}$		40 $\frac{1}{5}$
E. P. Burnham.....	$\frac{1}{2}$	1	24 $\frac{2}{5}$
E. P. Burnham.....	$\frac{3}{4}$	2	10
E. P. Burnham.....	1	2	56 $\frac{1}{5}$
C. E. Kluge.....	2	5	57 $\frac{2}{5}$
E. P. Burnham.....	3	8	56 $\frac{2}{5}$

American Professional Tricycle,—

Leader.	Miles.	M.	S.
H. G. Crocker.....	$\frac{1}{4}$		*39
H. G. Crocker.....	$\frac{1}{2}$	1	22
H. G. Crocker.....	$\frac{3}{4}$	6	3 $\frac{4}{5}$
H. G. Crocker.....	3	9	10

FOURTH DAY.

American Amateur Tandem,—

Leader.	Miles.	M.	S.
Crist and Brown.....	$\frac{1}{4}$		*40 $\frac{2}{5}$
Crist and Brown.....	$\frac{1}{2}$	*1	19

American Professional Safety,—

	Miles.	M.	S.
C. F. Frazier.....	5	15	7 $\frac{2}{5}$
C. F. Frazier.....	10	31	20

* World's records.

POSITIONS WON.

THE following table shows the positions won by the men at Springfield. The letter x indicates that they entered a race and did not finish. In the case of the tandem riders each man of a team is given the position won.

PROFESSIONALS.

W. M. Woodside (\$511.25), 1, 1, 1, 1, 1, 2, 2, 2, 2.
R. A. Neilson (\$295), 1, 1, 1, 1, 2, 2, 2, 3, 3, x, x.
Fred Wood (\$182.50), 1, 1, 1, 2, 3, 4, 5, x, x.
H. G. Crocker (\$256.25), 1, 1, 1, 2, 2, 3, 3, 4, 4.
J. S. Prince, 1, 2, 5, 5, x, x.
T. W. Eck (\$75), 2, 2, 2, x.
C. F. Frazier (\$175), 2, 2, 3, 3, 4, 5, 6, x.
W. J. Morgan (\$85), 2, 3, 4, 6, 6, x, x, x.
Robert James (\$25), 2, 3, 3, 4, x, x, x, x, x.
F. T. Merrill (\$20), 3, 4, 6, x, x, x, x.

PROMATEURS.

Wm. A. Rowe, 1, 1, 1, 1, 1.
George M. Hendee, 1, 1, 1, 2, 4.
E. P. Burnham, 1, 1, 1, 2, x.
P. W. Stone, 1, 1, 2, 2, x.
W. M. Haradon, 1, 5.
W. A. Rhodes, 2, 2, 2, 3, 3, x.
F. F. Ives, 2, 2, 2, 2, 3, 3, 5, x.
C. E. Kluge, 2, 3, 3, 3, 5, 6, x, x.
C. P. Adams, 2, 3, 4, 4, x, x.

AMATEURS.

W. E. Crist, 1, 1, 1, 1, 2, x.
A. B. Rich, 1, 1, 2, 2, 3.
P. S. Brown, 1, 1, 2, 3, 4, x.
Fred Foster, 1, 2, 3, 3, 4, 4.
E. A. DeBlois, 1, 4, 4, 5, x, x.
W. M. Harding, 1, 3, 7, x.
H. S. Hart, 1, 2, 5, x.
H. L. Burdick, 1, 2.
H. W. Gaskell, 2, 2, 3, 6, 7.
A. F. Edmans, 2, 4, 4, x.
J. T. Huntington, 2, 3.
G. H. Collister, 2, 3.
F. W. Fahy, 2.
Henry Goodman, 3.
J. T. Williams, 3.
E. P. Smith, 3, x.
G. R. Collins, 4, x.
H. H. Chapman, 4.
W. H. Langdown, 5.
H. S. Kavanaugh, 5, 6, 6, x.
C. Lee Myers, x, x, x.
H. J. Hall, Jr., x, x.
C. D. Heath, x, x.

NOTES.

Springfield luck and Springfield pluck succumbed to Mother Rain for a day, but came out all right.

Frazier, the Star man, gave us a few of his old-time spurts, but he could n't hold them.

The Columbia team carried away the lion's share of the prizes, but this was expected, as they were the lions.

Stall was very busy with his camera. He took views of the different teams, of the officials, the newspaper men, etc.

Percy Stone was generally admired for his fine riding. The ladies especially were delighted.

Neilson and James paid \$10 each for the privilege of riding a mile slower than 4.19.

Hendee wore a pink suit in place of his customary suit of solemn black.

American wheels took nearly all the prizes.

The officials were as follows: Referee, Abbot Bassett, of Chelsea; judges, A. Kennedy-Child, of London, Eng.; W. V. Gilman, of Nashua, N. H.; F. A. Elwell, of

Portland, Me.; C. A. Hazlett, of Portsmouth, N. H.; clerk of the course, D. Edgar Miller; assistant, H. B. Wadsworth; timers, O. N. Whipple, George C. Robinson, and Ethan C. Robinson; starter, C. E. Whipple; scorers, George S. Miller, J. Fennessy, and Arthur B. Wassung.

The Pope Manufacturing Co. and the Overman Wheel Co. had tents on the ground, and welcomed wheelmen, many of whom took advantage of the opportunity to write letters, smoke pipes, etc.

Henry Sandham, the famous artist of *Harper's Weekly*, was busily at work sketching the various scenes during the meet.

Neilson did some brilliant work, and so did Woodside. Fred Wood finished behind both.

The rule giving the referee power to fine men for loafing was used for the first time, but only in flagrant cases. The contestants in the world's championship were notified that a mile made in more than three minutes in so important a race would be considered loafing. The A. C. U. got a snug sum for its treasury.

Mr. J. E. Saville, of the Massachusetts Club, persuaded the Boston & Albany R. R. to make a special rate to Springfield. They sold a round trip ticket for \$3, but the fact was not generally known, and few purchased the tickets.

When Hendee was defeated by Rowe, the ladies in the grand stand shed tears.

The officials at Springfield know their duties. The same parties have served in the same positions for three years, and things run very smoothly.

Fred Wood was sick. We believe Rowe can beat him, and would like to see them meet on equal terms. Rowe was a little out of condition the night previous to the great race.

The minstrel show was a success. The music was of a high order, and the fun was genuine. Sanford Lawton was interlocutor, and C. H. Parsons and D. E. Miller were with the end men. The private boxes were kindly placed at the disposal of the officials of the races.

Springfield audiences ask too much of the racing men, and the hissing habit is growing upon them very fast.

Neilson and Woodside carried off the honors in the professional races.

Everybody will want to get some of Stall's pictures. He took a full length view of the Secretary-Editor.

There were few falls this year. Burnham lost control of his machine and fell once, and Harry Hall broke a fork and fell, bringing Charles Lee Meyers down with him. Neither of the men were injured.

Springfield papers charge Hendee's defeat to the fact that he cut the pace for Rowe all the way around. He did this because the grand stand hissed when the men started off leisurely, and Hendee could n't stand that sort of thing.

Kluge made world's records for a safety as follows: Quarter, 39 sec.; half, 1.18; mile, 2.40 $\frac{1}{2}$.

Rowe's record of a mile in 2.41 made last year, still stands as the best amateur mile ever made at a Springfield tournament.

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TELEPHONE No. 4263.

Secretary Aaron and Mr. C. D. Renton had a consultation at Springfield. The latter wants the former as a witness.

"And lo! a little child did judge them."

Lewis T. Frye, who surrendered the mile championship to Hendee, was on hand. He says that the men don't have to work so hard as in the early days of racing.

The club took \$400 less for the privilege of selling tonic beer on the grounds, than they could have taken for a rum privilege. No intoxicants were sold.

Neilson's backer made a bet of ten to one on Fred Wood in a race which Neilson won.

The club room was open night and day, and visitors were made welcome to its hospitalities.

The electric timing was used at the quarter pole only. It could not be made to operate over so long a tape as was necessary at the home stretch.

Record-breaking was postponed until after the tournament.

Mrs. Stall, of Allston, Mrs. Akin, of Cohoes, and Miss Ives, of Meriden, were the only lady tricyclists from beyond the borders of Springfield.

The Overman and Pope tents were popular resorts. They had free pipes and tobacco laid out. Now, if some dealer will lay out free ice-cream and lemonade, he will draw a bigger crowd.

Jack Prince was in trouble over his machine. He paid \$140 cash for a new racer, but his employers would n't let him ride it.

Stone and Prince withdrew from the finals in the championship.

The old skating rink, where in 1883 the cycle exhibition was held, has now become a theatre. "Chestnuts" was on the boards, and many wheelmen visited the place.

Frank White, of Spalding & Brother, showed us a new Humber safety of exceeding beauty, and very light. The wheels were of equal size, and the machine weighed forty-eight pounds.

A. T. Lane, of Montreal, who first introduced the Kangaroo to Springfield, was on hand this year with a Premier safety.

Crist and Brown are Capital (Club) riders.

Fred Jenkins was on hand the second day looking after the interests of Roseville.

Yost and McCune have their safety on view. They now call it the Springfield Roadster.

Willie Haradon, who has been asking for reinstatement as an amateur by the League, with a good chance of getting it, could not wait and give up the Springfield tournament, and now his chances are very poor.

No victories gave greater pleasure to the audience than those which Herbert Gaskell won.

The bar-keeper at one of the hotels took a tandem that had been left with other wheels in the corridor, and inviting a friend to go for a ride, they took the machine out for a midnight wheel about Springfield. It was brought home in an express wagon, and the hotel will pay for it in many ways.

The racing men used to be content with one riding suit. Now they have two or three, and make a change for every race.

NEW YORK, 18 Sept. — Races under the auspices of the King's County Wheelmen.

Two-mile Team. — A. B. Rich and E. Valentine (1).

One-mile Novice. — C. F. Pray (1), 3.09 $\frac{3}{4}$.

One-mile Lap. — A. B. Rich (1), 2.57 $\frac{1}{4}$.

Two-mile Handicap. — J. W. Powers, Jr., 200 yards (1), 5.56 $\frac{3}{4}$.

Three-mile Handicap. — A. B. Rich, scratch (1), 9.29 $\frac{3}{4}$.

One-mile Club for Novices. — L. P. Webber (1), 3.19 $\frac{1}{4}$.

One mile, 3.10 Class. — S. H. Rich (1), 3.08.

Five-mile scratch. — S. H. Rich (1), 18.40 $\frac{3}{4}$.

One-mile Consolation. — E. C. Parker (1), 3.16 $\frac{1}{4}$.

Two-mile Team. — King's County Wheelmen (1), 38 points; Harlem Wheelmen (2), 32 points.

SAN FRANCISCO, CAL., 9 Sept. — Races under the auspices of the California Division L. A. W. :—

One-mile Novice. — F. E. Browning (1), 3.05 $\frac{3}{4}$; D. W. Donnelly (2).

Three-mile National L. A. W. Champion-

ship. — F. D. Elwell (1), 9.46 $\frac{3}{4}$; S. F. Booth, Jr. (2).

Five-mile Handicap. — R. W. Turner, scratch (1), 17.25; A. S. Ireland (2).

One-mile State Championship. — F. D. Elwell (1), 3.16 $\frac{3}{4}$; S. F. Booth, Jr. (2).

Two-mile Handicap. — F. E. Browning, 100 yards (1), 6.24 $\frac{3}{4}$; S. F. Booth, Jr., scratch (2).

One-mile Consolation. — C. A. Biederman (1), 3.29 $\frac{1}{4}$.

NO. ATTLEBORO', 14 Sept. — Races under the auspices of the Farmers' and Mechanics' Association.

Half-mile Open. — F. G. Gibbs (1), 1.29 $\frac{1}{2}$; H. Wilmarth (2).

One-mile Novice. — W. L. Brown (1), 3.18 $\frac{3}{4}$; M. D. Livingston (2).

Three-mile Lap. — D. C. Pierce (1), 14 points; F. W. Perry (2), 12 points; F. G. Gibbs (3), 10 points.

One-mile Handicap, Boys under 18 years of age. — H. Wilmarth, 35 yards (1), 3.07 $\frac{1}{2}$; H. Moore, 35 yards (2).

One-mile Open. — F. B. Brigham (1), 3.06 $\frac{1}{4}$; D. C. Pierce (2).

One-mile 3.30 Class. — W. L. Brown (1), 3.11 $\frac{1}{4}$; W. W. East (2).

One-mile Club Handicap. — J. E. Doran, 165 yards (1), 3.08 $\frac{3}{4}$; F. B. Brigham (2).

Two-mile Open. — H. Wilmarth (1), 6.33 $\frac{1}{4}$; D. C. Pierce (2). The bell was rung at the wrong time. F. G. Gibbs took the signal, made a spurt, finished the lap ahead and stopped. The others went on for another lap and finished out the race. The officials say they notified the men on the track that there was another lap, but Gibbs says he did not get the word, and thinks he ought to have the race.

Half-mile Handicap, Boys under 15 years of Age. — W. Franklin, scratch (1); Frank P. Bonnett, 50 yards (2).

Two-mile Team Race. — Brockton Club (1), 57 points; Columbia (2), 54 points.

GREENSBURG, IND., 4 Sept. — Races under the auspices of the Greensburg Club.

Three-mile Open. — H. Hulman (1), 9.34; L. W. Wainwright (2).

One-mile Open. — L. W. Wainwright (1), 3.01; F. Belding (2).

Half-mile Decatur Co. Championship.—O. G. Miller (1), 1.44.

BRATTLEBORO', VT., 2 Sept.—Races under the auspices of the Vermont Club.

Three-mile Club Championship.—S. W. Kirkland (1), 11.04½.

One-mile Novice.—W. Sanderson (1), 3.03.

Half-mile State Championship.—S. W. Kirkland (1), 1.37.

Two-mile Handicap.—E. B. Smith (1), 8.02.

One-mile State Championship.—R. Andrews (1), 3.06½.

Three-mile Handicap.—E. B. Smith (1), 10.59.

One-mile Open.—R. Andrews, 3.03½.

One-mile Consolation.—E. H. Atherton (1), 3.26; Capt. F. F. Reid rode a half mile on the unicycle in 1.57½.

ALL the arrangements have been completed for the three days' mammoth tournament of the New Jersey and Athletic Association, at their new grounds, at Roseville, N. J.

The track, which is a three lap, is in perfect condition, and no falling off of speed being necessary, owing to the raised corners, and with an exceptionally long homestretch, offers great opportunity for fast time, which the record breakers will not be slow to accept. All the competitors in the Springfield, Hartford, and Lynn tournaments, Hendee, Rowe, Ives, Kluge, Neilson, Crocker, Prince, Wood, Woodside, Frazier, Rich, Foster of Canada, Adams, and other fast men from all parts of the country. They all express their intention of putting a few records to their favor, and besides the regular races, several of them, notably Hendee, Woodside, Wood, and Rowe, will make special attempts against the existing times. Roseville is located on the outskirts of the city of Newark, and is thirty minutes from New York. Trains can be taken from the foot of either Barclay or Christopher street ferries, and all trains stop directly at the grounds. Wheels will be carried free in the baggage car. Tickets, the regular price of which are fifty cents, will be sold at Delaware, Lackawana and Western stations, allowing, besides admission to the grounds, the excursion to Roseville and return, for sixty cents. Seat in uncovered stand, twenty-five cents extra; reserved seat in grand stand, fifty cents extra. Upwards of ninety-five trains run between New York and Roseville daily, and all stop at the grounds during the tournament. Many parties have been, and are now forming, for a tour to the meeting, and to sample the famed roads of the Oranges. The roads stretch around in every direction from the track, and

every opportunity is offered visiting wheelmen to ride over the superb roads during the morning, and form a good idea of the beautiful scenery, and unsurpassed residence section, attending the races in the afternoon, to witness the records go. All conveniences have been fitted up for the participants in the events, in the way of dressing rooms, shower baths, etc., under the grand stand, and the entrance thereto is directly opposite to the finish. As the programme is a varied one, including bicycle, tricycle, and tandem races, for amateurs, promateurs, and professionals, no lack of variety can be claimed. The prizes are valued at two thousand dollars, and consist of medals, cash for professionals, and highly ornamental and useful articles.

IN the six-day professional bicycle race at Troy, N. Y., 4-9 Oct., the winner will receive \$800 in cash and a championship belt. The following riders have entered up to date: Robert James, England; W. M. Woodside, Minneapolis; W. J. Morgan, Chicago; Charles Frazier, Smithville, N. J.; T. W. Eck, Minneapolis; Mlle. Louis Armaindo, Montreal, Can., and Fred Merrill, Portland, Or.

THE annual fall road races of the Massachusetts Bicycle Club will take place 16 October, over courses yet to be determined upon. Although the programme has not been fully arranged, it has been decided that there shall be one open bicycle race of 25 or 30 miles, for amateurs, besides club bicycle and tricycle races of about 13 and 15 miles respectively. Three prizes will probably be offered in each race. As the arrangements now stand, none but amateurs will be allowed to compete in any of the races. All entries should be addressed to Captain Peck, 152 Newbury street, Boston, on or before 13 October.

THE Columbia Bicycle Club of No. Attleboro' will hold a race meeting 16 Oct. A fine programme is promised. A list of events will be published later.

COMING EVENTS.

SEPTEMBER.

23, 24, 25 Thursday-Saturday.—Fall tournament of Lynn Track Association, at Glenmere Park, Lynn, Mass.; three days.

27 Monday.—Races by Indianapolis (Ind.) A. A. Address C. F. Smith, 114 No. Penn street, Indianapolis, Ind.

28 Tuesday.—Kansas L. A. W. division meet and races, Junction City, Kan.

Second day of Indianapolis races. Pope Cup race.

29 Wednesday.—Races of East Hartford Club, on the East Hartford track.

30 Thursday.—First day of tournament of New Jersey Cycling and Athletic Association, at Roseville Station, Newark, N. J. Apply to Frederic Jenkins, manager, Oraton Hall, Newark, N. J.

OCTOBER.

1 and 2 Friday, Saturday.—Second and third days of tournament at Newark. Apply to Fred Jenkins.

1 Friday.—Illuminated parade of wheelmen at St. Louis, Mo. J. S. Rogers, care of *American Wheelman*, St. Louis.

1, 2 Friday, Saturday.—Inter-State meet at St. Louis, Mo. Apply to J. S. Rogers.

2 Saturday.—Road races of Dorchester Club. Annual 100-mile road race of Boston Bicycle Club.

16 Saturday.—Fifth annual meet of Columbia Bi. Club, at No. Attleboro', Mass.

MISCELLANEOUS

Advertisements will be inserted in this column for one cent a word, including heading and address; but no advertisement will be taken for less than twenty-five cents.

BICYCLES AND TRICYCLES.—Send for Clearance List to THE COVENTRY MACHINISTS CO., LD., 239 Columbus avenue, Boston.

A NEARLY NEW "CLUB" TANDEM to be sold cheap for cash. THE COVENTRY MACHINISTS CO., LD., 239 Columbus avenue, Boston.

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Out of Thirty-Nine Prizes, Twenty-Five Won on Columbias.

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World's One-Mile Championship, Won by Wm. A. Rowe on a Columbia.

World's One-Mile Record, made by Geo. M. Hendee in 2.31 on a Columbia.

Twenty-Four First Prizes out of a possible Thirty-Eight Won on Columbias.

The Majority of Prizes Won on Columbias.

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