

VOL. XIII.—No. 4.]

NEW YORK, OCTOBER 21, 1887.

[WHOLE NUMBER, 316.]

❁ A BICYCLE RIDER ❁ Must ❁ Have ❁ Sundries.

☞ Having realized this fact, we have made a specialty of this department, and now manufacture the Most Complete Line Offered, embracing:

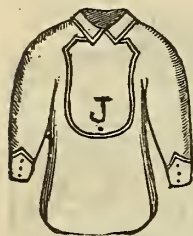
Shoes,
Saddles,
Lamps,
Oils,
Enamels,
Bells,
AND MANY OTHER ACCESSORIES, AS WELL AS REPAIRERS' TOOLS.

Our List Prices are reasonable, and we are prepared to figure with the Trade.

SEND FOR OUR CATALOG.

GORMULLY & JEFFERY MFG. CO.,
CHICAGO, ILL.,

LARGEST AND ONLY AMERICAN MANUFACTURERS OWNING THEIR PLANT AND PREMISES.



JUDD MANUFACTURING CO.,

101, 103 & 105 WEST 36th STREET, NEW YORK.

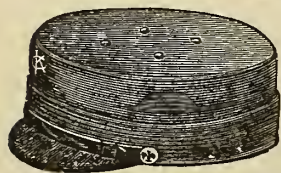
The Oldest and Most Reliable Athletic Furnishers Up-town.

SUPPLIES FOR

Tennis, Running, Cricket, Base Ball, Bicycling, Gymnastics, Boating, Lacrosse, Shooting, Fishing.



SMITH'S



Sporting Goods.

LOWEST PRICES.

123 FULTON ST

In Hat Store, up stairs.

RENTING

REPAIRS

BARTLETT & MACDONALD,

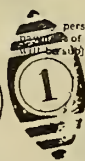
Sixth Avenue & 125th Street,
NEW YORK.

307 Cookman Avenue,
ASBURY PARK, N. J.

Agents for Singer's Apollo, Challenge, S.S.S. Single Tandem Tricycles

STORAGE

*Jens S. Pedersen,
1 1/2 Maiden Lane.
New York City*



OFFICIAL BUSINESS.



Athletic, Bicycle
AND
Lawn Tennis
MEDALS
MADE FROM
STRICTLY
Original Designs
AND AT
POPULAR PRICES.

Correspondence Solicited.

Send 3 two-cent stamps for illustrated catalogue and price list.

THE STAR.

This is the way they finished in the great New York and New Jersey Team Road Race, May 30, 1887:

NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02

ROSEVILLE, N. J., JULY 4TH.

STAR first and second in 1-mile Novice.

" " second and third in 1-mile STATE CHAMPIONSHIP

" " " " 2-mile " "

NEW CASTLE PA., JULY 4, 1887.

STAR WON Hill-Climbing Contest.

" " 1-mile Open.

" " 2-mile Open.

" " 3-mile Lap Race.

DETROIT, MICH., JULY 10, 1887.

STAR WON 3-mile L. A. W. Championship.

NO.	NAME	25 MILES.	TIME.
6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
8.	S. B. Bowman, E. W.,	STAR,	1.40.20
9.	H. Greenman, I. B. C.,	STAR,	1.43.36

WILKESBARRE, PA., JULY 4, 1887.

STAR

WON

FIVE FIRSTS:

1-mile Novice.

2-mile 6.45 Class.

1/2-mile Boys' Race.

1-mile STATE CHAMPIONSHIP.

3-mile " "

TERRE-HAUTE, IND., JULY 13, 1887.

STAR FIRST in 1-mile Open.

" " in 1-mile Class.

" " in 2-mile STATE CHAMPIONSHIP.

ST. LOUIS, JULY 10, 1887.

THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Victor, settles the question as to which is best machine for such roads. GREENWOOD won easily. STONE "dropped out" at 46 miles.

Above are few of the most important events so far this season won on Star. For particulars, and Catalogue of best all-around Bicycle made, address

N. Y. SALESROOMS, 115 LIBERTY STREET.

H. B. SMITH MACHINE CO.,
Smithville, N. J.

MANHATTAN WHEEL EXCHANGE.

NOW'S YOUR CHANCE.

READ THE STARTLING REDUCTIONS
IN PRICES TO CLOSE OUT STOCK
BEFORE WINTER.

Biggest Bargains Ever Offered.

OUR LIST, Oct. 19, 1887.

- No. 2.—56-in. Harv. Plain bearings. Price \$45.
No. 14.—52-in. Club. Full nickel, ball wheels. Good cond. Price \$65.
No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Prices \$85.
No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$75.
No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.
No. 41.—Rudge Rotary Tandem. Balls to wheels. A bargain at \$85.
No. 47.—54-in. Club Racer. Prime cond. Price \$40.
No. 49.—52-in. Specially built Rudge L. R. Perfect cond. Price \$95.
No. 50.—52 in. Col. Expert. Enam. Balls all over. Good cond. Big bargain at \$83.
No. 55.—54-in. Rudge L. R. '86. Enamel with nickel trimmings. Balls all over. K. of R. Lamp. Bell. Ridden but 100 miles. Good as new. Price \$115.
No. 56.—54-in. Rudge. Nickel with enam. wheels. Balls all over. A bargain at \$67.
No. 57.—50-in. Rudge. Nickel with enam. wheels. Balls to wheels. Price \$55.
No. 60.—52-in. Stand. Col. Enam., balls to front wheel. Good cond. Price \$56.
No. 62.—Victor 3-track Tricycle. Bell and lamp. Good as new. Price \$95.
No. 66.—42-in. Ideal. Prime cond. Price \$25.
No. 67.—54-in. Exp. Col. Enam. Fine cond. Price \$70.
No. 68.—3-track Sparkbrook tricycle. Two-speed gearing for hill-climbing. Price \$90.
No. 69.—53-in. Special Harv. Enam. Dropped bars. Price \$56.
No. 70.—56-in. Royal Mail. Balls all over. Enamel. Cowhorn bars. Price \$80.
No. 71.—52-in. Am. Safety. Price \$56.
No. 76.—46-in. Stand. Col. Price \$25.
No. 77.—55-in. Coventry Lt. R. Ball bearings. Cowhorn and straight bars. Price \$78.
No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$50.
No. 85.—54-in. Stand. Col. Enamel. Balls to front wheel. Price \$58.
No. 90.—56-in. Victor. Enam. Balls all over. Prime cond. Big chance at \$90.
No. 91.—54-in. Col. Exp. Enam. Dropped bars. Excellent cond. Price \$80.
No. 92.—2-track Col. tricycle. Not ridden 50 miles. Lamp. Bargain at \$120.
No. 93.—52-in. Col. Expt. '87. Balls all over. Full nickel. Cowhorn bars, grip pedals, spade handles. Cost complete \$144. Price \$110.
No. 94.—2-track Col. tricycle. Shop worn. Never used. Good as new. Price \$120.
No. 95.—3-track Victor tricycle. Price \$80.
No. 103.—54-in. New Rapid, '87. Nickeled, with enamel wheels. Little ridden. Price \$110.
No. 105.—56-in. G. & J. Challenge. Price \$45.
No. 106.—48-in. Am. Lt. Champion, '87. Enam. Cowhorn bars. Balls all over. Little used. Lamp. Bargain at \$100.
No. 107.—48-in. Am. Star. Nickel, with enam. wheels. Cowhorn bars. Price \$56.
No. 111.—48-in. Col. Expt. Full nickel. Cowhorn bars. Prime cond. Only \$75.
No. 112.—36 in. Kangaroo Safety. Price \$50.

This Week's Bargains.

- No. 115.—50-in. British Challenge. Enam. Balls all over. M. I. P. bag. Price \$67.
No. 116.—52-in. Exp. Col. Nickel, with enam. wheels. Cowhorn bars. Big chance at \$80.

Our charge is ten per cent. commission, which is not to exceed \$10 nor be less than \$5.

WETMORE & CHESTER,
49 Cortlandt Street, New York.

WEBB'S
ALCOHOL

AND COLOGNE SPIRIT,
SPIRITS OF TURPENTINE, ROSIN, ETC.

James A. Webb & Son, 165 Pearl 't., New York.

DECKER'S
BILLIARD AND POOL

Tables, celebrated for fine workmanship, quickness and durability of cushions. Prices low and terms easy. Send for Illustrated Catalogue. Factory and WAREHOUSES 105 5th St. N. Y.

LAMP CONTROLLER.



A weight placed above the axle raises the centre of gravity of the lamp to the point of suspension and counterbalances its tendency to swing.

ADVANTAGES

OF

ITS USE.

It secures a steady light upon the track.

It prevents lamp from going out on rough roads.

It prevents spilling of oil from the cup.

It is ornamental to either nickel or black wheel, weighs less than half-a-pound, and can be attached to any lamp in fifteen seconds.

Ask your dealer for it, or send name of your lamp to

C. H. KOYL,

1406 New York Avenue,
WASHINGTON, D. C.

who will mail a sample, postpaid, for one week's trial, upon receipt of price.

Price \$1.50.

RADWAY'S READY RELIEF.

Not only gives instant ease to those who suffer Pain, but cures all Colds, Congestions and Inflammations, whether of the Lungs, Throat, Bowels, &c. Internally, in water, fortifies the system against Malaria, Chills and Fever, in malarious regions.

DR. RADWAY'S PILLS.

Purely vegetable, mild and reliable. Are a cure for Indigestion, Biliousness and Disordered Liver.

EUREKA HOME TRAINER and Bicycle Stand, adjustable, well made; improved; will keep muscles and cycle in good condition through the winter; price \$7.50. M. A. Woodbury, Bradford, Pa.

CUSTOM MADE PANTS, \$3.



Vests to match for \$2.25
Also, FULL SUITS at
Popular Prices.

Send 6 cents for samples of
Cloths, rules for Self-Meas-
urement, and other particu-
lars showing how we can
make to measure, a pair of
The Celebrated "Bay
State Pants" for \$3.

We give excellent value for
the money, incredible as it
may seem. Satisfaction
guaranteed.

We also manufacture
Bicycle, Base-Ball, Polo, Lawn Tennis, and all Fancy
Garments or Uniforms required by clubs or other
organizations. We should be glad to make proposals
to those having such orders to fill. Address

BAY STATE PANTS CO.,
30 Hawley Street, Boston, Mass.

BARGAINS!

SECOND-HAND

Bicycles, Tricycles,

AND

TANDEM.

Reduced Price-List.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
131	51	Special Star,	\$ 120.00	\$75.00	4	1	4
132	54	Columbia Expert,	145.00	85.00	1	2	2
142		Col. 2-track Tricycle,	165.00	110.00	4	1	1
146	56	Columbia Expert,	132.50	80.00	4	1	4
149	51	"Special Star,"	135.00	90.00	3	ball	2
154		Col. 2-track Tricycle,	165.00	105.00	4	1	1
157	46	Standard Columbia,	85.00	40.00	5	2	4
167	50	Premier,	110.00	80.00	4	2	1
174	50	Sparkbrook,	135.00	80.00	3	2	2
176	54	University,	135.00	80.00	4	2	1
179		Sp'k'k'k Crippler Tri.	180.00	110.00	4	2	2
180		"Hbr. Tandem,	260.00	220.00	4	2	1
202	50	Challenge	95.00	45.00	3	2	4
207	51	Special Star	130.00	85.00	3	1	2
209		Columbia Safety	140.00	100.00	4	1	1
213	52	British Challenge	135.00	60.00	3	1	4
217	48	Special Star,	120.00	105.00	4	ball	1
220	53	Royal Mail,	140.00	85.00	4	1	2
221	54	New Rapid,	137.50	90.00	4	1	1
229	56	Royal Mail,	140.00	60.00	4	1	2
234	52	Rudge Lt. Rdstr.,	135.00	90.00	4	1	1
235	55	Col. Lt. Roadster,	150.00	100.00	4	1	1
236	56	Columbia Expert,	132.50	60.00	3	1	4
237	48	Columbia Expert,	122.50	70.00	4	2	4
238	46	Special Facile,	123.00	80.00	4	1	1
239	52	Columbia Expert,	127.50	90.00	4	1	4
244	45	Special Pony Star,	107.00	90.00	4	1	1
245	54	Royal Mail,	140.00	95.00	4	1	1
246	52	Columbia Expert,	137.50	90.00	1	1	1
247	54	New Rapid,	130.00	110.00	3	1	1
248	50	Ideal,	80.00	45.00	4	4	1
252	56	British Challenge,	150.00	70.00	1	1	5
256	50	Col. Std.,	100.00	40.00	4	4	4
257	56	Spl. Col.,	130.00	40.00	4	3	5
258	48	Spl. Star,	129.00	90.00	4	1	4
259	52	New Rapid Rdstr.,	147.50	115.00	3	1	1
260	50	Col. Std.,	100.00	28.00	5	4	5
261	52	Mail,	125.00	45.00	4	3	4
262	48	Am. Star,	90.00	60.00	4	4	4
263	55	Rudge Lt. Rdstr.,	138.75	73.00	4	1	4
264	54	Col. Xprt.,	130.00	75.00	4	2	4
265	52	Royal Mail,	137.50	75.00	3	1	2
266	55	Spldg. Semi-Racer,	140.00	40.00	4	1	4
267	52	Am. Rudge,	112.50	65.00	4	1	4
269	51	Spl. Star,	160.00	90.00	4	1	1
270	56	Racer,	140.00	40.00	4	1	4
271	52	Sans.,	127.50	75.00	4	2	1
272	52	Victor Lt. Rdstr.,	132.50	110.00	4	1	1
273		Sp'gld Rdstr.,	75.00	65.00	4	1	1
274	52	Sans. Lt. Rdstr.,	137.50	75.00	4	2	1
275	48	Victor,	127.50	90.00	4	1	2
276	52	Col. Xprt.,	137.50	105.00	1	1	1

Wheels Bought, Sold and Exchanged.

FULL LINE

CYCLING ACCESSORIES.

CORRESPONDENCE SOLICITED.

NEW YORK BICYCLE COMPANY,

NEW MANAGEMENT,

38 Park Place, New York

.....THE.....

10-Mile Road Race,

AROUND DRUID LAKE, BALTIMORE,

Competed for by teams of 5 men each from the Maryland Bi Club, the Balto.
Cycle Club and the Rambler Cycle Club, all of Baltimore,

Won by the Maryland Bicycle Club Team,

ALL BUT ONE OF WHOM RODE

NEW RAPID BICYCLES.

POSITION AT FINISH.

		TIME:
2.---	RICHARD WHITTINGHAM, Rapid Light Roadster, . . .	31.03 1-5.
3.---	WALTER GRESCOM, Rapid Roadster, . . .	31.03 2-5.
5.---	J. KEMP BARTLETT, JR., Rapid Roadster.	
8.---	E. F. LeCATO, Rapid Light Roadster.	
13.---	S. H. SHRIVER (fell), Victor Roadster.	

THE FIRST MAN IN WAS H. L. KINGSLAND, RAMBLER CYCLE CLUB, RIDING A

New Rapid Light Roadster,

IN THE MARVELLOUS TIME OF

30 Minutes 44 Seconds.

THE FASTEST TIME EVER MADE IN A ROAD RACE.

SEND FOR CATALOGUE OF NEW RAPIDS.

SAM'L T. CLARK & CO.,

2 & 4 Hanover Street, Baltimore, Md.



RECREATION

Published every Friday morning.

Entered at the Post Office at second class rates.

Subscription Price, - - - \$1.00 a year.
Foreign Subscriptions, - - - 6s. a year.
Single Copies, - - - - - 5 Cents.

Newsdealers may order through AM. NEWS Co.

All copy should be received by Monday.
Telegraphic news received till Wednesday noon.

Advertising Rates on application.

F. P. PRIAL, Editor and Publisher,
23 Park Row,

P. O. Box 444. New York.

THE FALL MEETING OF THE L. A. W. BOARD OF OFFICERS.

Harmony was the principal feature of the Fall Meet of the L. A. W. Board, held at the Grand Union on Monday morning last. To those who attended the rather dramatic meeting of January last, in the same room, this meeting seemed rather tame, there being no soiled linen to mangle, and no startling developments materialized.

"The same old gang," with but few recruits, that may be seen at all League gatherings, was present. The last nine months have dealt kindly with the more familiar members of the Board, and any member of the League might have been proud of its Legislative body. President Kirkpatrick occupied the chair, and facilitated business by prompt decisions and rulings. Secretary Bassett was present, accompanied by the usual aggregation of important looking documents.

So much of the important work of the League is now accomplished by committees that little of importance was done, all suggestions from members being referred to the various committees. The Board put itself on record as against road-racing, but adopted no prohibitory nor restrictive measures. The matter of Mr. Wells' appointment was gotten over quietly and respectfully; Mr. Wells not being confirmed by a heavy majority. The detailed proceeding of the Board were as follows:

THOSE WHO WERE PRESENT.

The meeting was called to order at ten o'clock, President Kirkpatrick in the chair, with Vice-President Hayes on his left, and and Secretary-Editor Bassett on his right. There were thirty-six men present in person, as follows:

Messrs. Kirkpatrick, Dunn, of Ohio; Hayes, Bassett, Emery, Parker, Robinson, Perkins, Mass.; Bidwell, Butler, Egan, Luscomb, Reynolds, Nisbett, Gilfillan, Jackson, Clapp, Gulick, Shriver, Share, Schwalbach, Potter and Barkman, New York; Frisbie, Connecticut; Jessup, Sanderson, Wells, Seward, Van Nort and Wright, Penn.; Pettingill, Washington; Davol, Maxwell, Rhode Island; Brown, Cooley and Kinch, New Jersey.

President appointed Credentials Committee as follows: Dr. C. S. Butler, Chairman; C. D. Davol and E. T. Pettingill. Committee withdrew, and shortly before eleven reported the seventy-two proxies handed in as correct and in proper form.

Secretary-Editor read list of appointments by President and Chief Consuls. Dr. Butler moved that list be confirmed with exception of Mr. John A. Wells' appointment. Mr. Share seconded. Mr. Jackson asked why Mr. Wells' appointment was objected to. Mr. Jessup, Chief Consul of Pa., spoke in favor of Mr. Wells, stating that his appointment was made at the request of a very influential club—of which Mr. Wells is a member—and that he, the C. C., thought that the appointment of Mr. Wells was for the best interests and harmony of the Penn. Division and of the League at large. Motion to confirm all appointments except that of Mr. Wells carried, apparently by a large majority.

Calling of roll was next gone through with; read-

ing of records of last meeting was disposed with, as they appeared in the *Bulletin*.

OFFICERS' REPORTS.

For a President's report Mr. Kirkpatrick made a short extempore speech, congratulating the League on the harmony within its ranks, and congratulating the members for their quiet, effective work, in committee and otherwise.

The Treasurer reported as follows:

June 11.—Cash from Sanford Lawton.....	\$326.94
July 14.—Cash Rec'd from League Meet Committee.....	258.03
Aug. 4.—Rec'd from Secretary-Editor....	360.00

Total.....	\$944.97
Sundry Bills Paid.....	348.96

Balance,	596.01
----------	--------

Of this amount \$225 of the Reserve Fund, received from life memberships, was invested in 4 per cent per annum bank certificates. These are the following bills unpaid:

J. C. Gulick.....	\$340.45
T. J. Kirkpatrick.....	14.25
Office Expenses.....	92.65

Secretary-Editor reported as follows: Total membership to date, 11,624, of which 7,713 were renewals, 12 life members and 3,857 new members. League is entitled to 213 Representatives and 51 Chief Consuls. Financial condition of League is as follows:

ASSETS.	
Cash on Hand.....	\$ 162.21
Bills Receivable, good.....	2,147.68
" " doubtful.....	1,072.47
Total.....	\$3,382.36

LIABILITIES.	
Bills Payable.....	\$1196.13
Due Divisions.....	1735.18
Total.....	\$2921.31

Balance.....	\$ 461.05
--------------	-----------

This would be the actual balance, if all doubtful accounts were collected. To date \$125.00 of the doubtful accounts have been paid. If these doubtful accounts are regarded as non-collectable, the League is insolvent to the extent of \$486.42.

The Secretary Editor then made a hopeful speech, and also reviewed the progress towards solvency that had already been made. The expenses had been and were being reduced; labor, printing and postage-saving plans were shortly to be put into operation, which would still further reduce the expense. In the Spring, the Secretary had no doubt but that the League would be on a firm financial footing. The Secretary was applauded and his report received.

The Rules and Regulations Committee, per Chairman Butler, reported that in view of the radical change in the L. A. W. Constitution and By-Laws which the Reorganization Committee were to make, his committee had no important amendments to offer, except a few temporary changes, which came up under new business.

Committee on Rights and Privileges, per Chairman Luscomb, made a long report. It might fitly have been entitled "A Satire on the Road Hog," and as Chairman Luscomb rolled it forth in ponderous tones, it evoked much amusement. The committee carefully reviewed the North Carolina case, the Beatrice, Neb., case and the Liberty Bill, full reports of which have appeared in THE WHEEL. The committee asked the League to bend all its energies to road improvement, to legislate for better roads and to unite with horsemen to attain that end, thus making friends and allies of their natural enemies. The sentiment of road improvement was received with emphatic applause.

THE RACING BOARD—ROAD RACING.

Through Chairman Cooley, the Board reported six protests and five violations of the amateur law. Eight men, who evinced a strong desire to return to the fold of amateurism, had been reinstated. A list of the National Championship events was read.

In response to a circular letter, asking their opinion on the subject of road-racing, which President Kirkpatrick had sent to members of the Board, replies had been placed in the hands of the Racing Board, to enable them to take proper action. The Racing Board had come to the conclusion that the League must adopt a strong prohibition policy, and at once. The Board suggested for a first offence temporary suspension, and for a second breach, expulsion from the League. The Board recommended certain changes in the Racing Rules

and By-Laws to admit of such penalties. These amendments came up under the head of New Business.

The Membership Committee, per Chairman Dunn, reported briefly. The Bookmaster, Mr. Barkman, reported that many States had now published road-books, and urged upon smaller States to publish books as speedily as possible. Owing to the many extensive tours, which are yearly becoming more popular, the Bookmaster favored the publication of a national road-book, containing through routes between the great centres.

The Tourmaster, B. B. Ayres, reported briefly in favor of strengthening the position of wheelmen with the trunk lines, by concentrating travel over certain roads, and thereby secure more privileges and better accommodation. The Tourmaster outlined the plans of a map of the U. S., along all the desirable railroads, which he thought the League should publish.

The Uniform Committee reported a large number of misfits. The committee would carefully consider the matter through the Winter, and at the Spring meeting of the Board hoped to report some plan for the proper uniforming of the L. A. W.

NEW BUSINESS.

At the instance of Chief Consul Hayes, the Rules and Regulations Committee moved that voting blanks be sent out in the *Bulletin* in future, and thus save the State divisions hundreds of dollars in printing and postage. Motion carried without discussion.

Dr. Cooley, for the Racing Board, moved that the amateur definition be changed as follows: "An amateur competing in an organized road race is liable to suspension for such a time as the Racing Board may see fit, and for a second offence he shall be expelled from the League and lose his amateur status." Mr. Egan seconded to get the question before the house. Resolutions were read from the Hudson County Wheelmen, Elizabeth Wheelmen and others, stating that the strong anti-road racing resolution, recently adopted at the New Jersey meet, was not in accordance with the opinion of the majority; and further that the League was not warranted in interfering with the rights of individuals. Mr. Luscomb here offered the following substitute:

"Resolved, That organized races on public highways are unlawful and prejudicial to the interests of wheeling, that the L. A. W. disapproves of road racing, and earnestly urges upon its members that they refrain from participating or encouraging these contests.

"Resolved, That officers of the L. A. W. should not identify themselves with road racing by acting in any official capacity."

Dr. Brown spoke against the adoption of this resolution. Dr. Kinch spoke against it and presented a resolution from the Union County Wheelmen, recommending that the League ignore the question of road racing. The Chief Consul of Indiana also favored a non-interference policy. Chief Consul Jessup favored the League taking a firm stand on the question. Mr. Seward favored non-interference. Mr. Frisbie favored non-interference. Mr. Bidwell spoke in favor of the League putting itself on record. Mr. Shriver moved that the substitute be placed on the table. Dr. Cooley made very long speech against road racing. Mr. Luscomb made sound speech and said that the question must be recognized. Dr. Emery probably presented the matter in the best light. The motion to lay substitute on the table was lost, and Mr. Luscomb's resolution was carried almost unanimously.

Dr. Butler moved that all recommendations in committee reports be submitted to the Executive Committee, with power to act. Meeting then adjourned.

ELIZABETH WHEELMEN.

The E. W. held a large and enthusiastic meeting on Wednesday evening October 12. The principal business was the adoption of the following resolution, which was presented by Mr. Wetmore, who made a vigorous speech in favor of it:

Whereas, The Board of Representatives of the New Jersey Division L. A. W. at a recent meeting passed a resolution stating it to be the sense of the Division that road racing is detrimental to the interests of wheelmen at large, and

Whereas, To the best of our knowledge and belief those who voted for this resolution did so in violation of the opinions and desires of their constituents, and

Whereas, Our chief consul has announced his intention to offer an amendment to the constitution of the L. A. W. prohibitory of road racing;

Resolved, That it is the sense of the Elizabeth Wheelmen that such action on the part of the Board of Officers of the League will be an assumption of power never granted them; that if they have the power, the proposed prohibition of road racing will be prejudicial to the interest of cyclers; that it would be a surrender of rights to yield to any discrimination against cyclers, and that wheelmen should demand for their sport the same reasonable interpretation of the law as is accorded to others.

"Century" medals were presented by ex-Captain Martin to Messrs. Berry, Runyon, L. B. Bonnett, Leary, Bowman and Gilbert, and a special "best-time" medal was presented to W. H. Caldwell.

A pleasant surprise was the presentation of a gold-headed cane to ex-Captain Martin. The presentation was made by Secretary Pennell in a few well-chosen words, expressing the regard and esteem of the club for its ex-Captain. Mr. Martin responded happily.

Captain Barry announced that arrangements were well under way for a grand Chinese lantern parade on Saturday evening, October 29, and that numerous clubs had been invited. The E. W. intend to make a big affair of this, and will announce other details later.

NEW HAVEN BICYCLE CLUB.

TEN MILE TEAM ROAD RACE.

The road race was run on October 13th. The course was from East Haven, Four Corners to Brantford and return. The course was hilly, but otherwise good; and very stony. The following is a summary of the race:

NAMES.	START.	FINISH.	TIME.	POS'N.	P'TS
1st Team—					
W. F. Knapp.....	3:24	4:29:15	1:05:15	12	1
G. A. Pickett.....	3:24	4:10:45	46:45	7	6
T. J. O'Tell (16)...	3:24	4:09	45:00	4	9
					16
2d Team—					
A. N. Welton.....	3:26	4:13:35	47:35	8	5
W. H. Shepard...	3:26	4:16:35	50:35	10	3
J. E. Moxley (12)...	3:26	4:16:34	50:34	9	4
					12
3d Team—					
G. J. Moffatt.....	3:28	4:19:21	51:21	11	2
G. A. French.....	3:28	4:13:20	45:20	5	8
H. C. Backus (22)...	3:28	4:10:30	42:30	1	12
					22
4th Team—					
C. E. Larom.....	3:30	4:13:30	43:30	2	11
C. H. Shepard....	3:30	4:15:40	45:40	6	7
W. H. Hale (28)...	3:30	4:14:30	44:30	3	10
					28

Officials: Wm. M. Frisbie, starter and referee; judges, E. C. Bennett and E. R. Smith; timers, G. R. Coan, J. A. Dockendorff and S. C. Sperry.

A CENTURY RUN.

EDITOR THE WHEEL:—The century club run of the Ilderan Bi. Club, of which I told you some time ago, came off last Sunday, October 9. Mr. G. L. Warner and J. W. Schoefer were the only riders to appear at the club-house at the appointed time, but nevertheless we resolved to ride it alone. We started at 6:30 A. M. and set out at a good pace for East New York. When we arrived here, a delay of ten minutes was caused by adjusting a saddle in its proper position. After this, everything went on smoothly till we reached Queens. Here we stopped for a drink and a short breathing spell. Leaving Queens, we took the Hempstead Pike to Hempstead, where we made another short halt. From Hempstead we rode direct to the South Shore Road, striking it at Merrick. At Merrick the road was very sandy for over a mile, but after this was passed, we had fine side path riding for about twelve miles to Amityville.

A short distance past Amityville, the good side-path ends, and we were obliged to take to the road, which was very sandy. Two miles of poor riding and we are in Babylon. Here we made a halt to order dinner to be ready on our return from Islip. Leaving Babylon we started out for Islip. The road between these two points is grand. Handsome residences line the left of the road, while on the right is the Great South Bay. The road itself is as fine as a race track and is kept in excellent condition. If ever there was a place for a twenty-five mile road race it is the road from Babylon to

Islip. The distance is just $6\frac{1}{4}$ miles, which would certainly be very convenient for a twenty-five mile race. No dangerous hills to ride down and no killing hills to mount, but simply a long, smooth, level stretch where all could have an equal chance. The road is also very wide, and a race would not interfere with traffic in the least.

But to return to our trip and road-racing aside for the moment. We made the distance from Babylon to Islip in excellent time, arriving at the last named place at 12:05, 52 miles in 5 hours and 35 minutes. Without halting at Islip we turned, and started back for Babylon, where we had dinner and rested an hour. We returned the same way as we came until we reached Newbridge. At Newbridge a road leads northwest to Hempstead. Warner said he had been over the road before and that it was much better than the Merrick route, so I said we might try it for a change. In some way we managed to get off the right road and we made a long detour on a backwoods road until we finally reached Hempstead. As darkness was setting in we made no halt, but went on as fast as we could to reach Jamaica before it was totally dark. We arrived at Jamaica at 5:45 P. M. in the darkness and rain. The cyclometer now showed 103 miles, and our time from Brooklyn including all stops, dinner, etc., was 11 hours and 15 minutes. Our actual riding time was 9 hours and 35 minutes. From Jamaica we took the train into the city, arriving in a drenching rain. Our trip was very successful in every way. Only one header was taken, which did no harm, and, considering the pace taken at certain times, we were unusually lucky in not taking more. We were very well satisfied with the distance covered and the time made, and we only regret that there were not more riders to share with us the pleasures and enjoyments of a century run.

JACK.

LEAGUE MEMBERS, LOOK HERE!

The New Jersey Cycling and Athletic Association is on the point of losing the \$12,000 which it has expended on the fine Roseville track, on account of not having the cash wherewith to pay a bill of \$500 for arrears of rent. The total indebtedness of the association does not exceed \$2,000.

The League of American Wheelmen has a total membership of 11,624. If each one of these members should send *five cents* to J. C. Willever, 115 Arlington street, Newark, N. J., the association could pay the bill for rent and hold the property for next season.

If each member should send *seventeen cents*, the association could wipe out *all* its debts.

This should receive more than a passing glance from L. A. W. members, and Secretary Willever should receive 11,624 remittances of *seventeen cents* each during the next two weeks.

A WELL WISHER.

AN ATTEMPT TO RESTRICT ROAD-RACING IN ENGLAND.

As we said before, the time has surely come for a change. Road racing is a danger to every good interest of cycling. It is ruining path racing, it is annihilating the old club gatherings, it is changing the spirit of the road, it is infuriating public opinion, and finally it is paving the way for restrictive legislation, which will press hardly upon thousands of cyclists who never competed in a race of any sort in their lives. "Four miles an hour and a red flag" may seem an extravagant estimate of what we may expect, but if we do not get it, the road racing brigade will not get their deserts. Mind, we are not so bigoted or narrow minded as not to see the charm of road racing. We should like well to take part in it ourselves, but the sentiment is purely selfish. No reasonable man can doubt that the practice is unfair to the public, and if accidents have not happened we have to thank Providence rather than the scores of flying wheelmen who whirl through the various villages at breakneck pace. The greatest happiness of the greatest number demands the suppression of road racing, and little as we care for forcing our individuality upon the cycling public, we have thought well to actively take up the cudgels by sending in the following motion for the coming Council meeting of the N. C. U.:

"That any amateur cyclist competing in an open cycle handicap or scratch race held upon the public highway, over a shorter distance than 100 miles, will by the fact of his so doing forfeit his amateur status, and any amateur afterwards competing with him in any class of sport, whether in long distance road rides or in other athletic sports actually governed by N. C. U. and kindred associations, will render himself liable to suspension in turn."

—Wheeling.

BALTIMORE RACES.

The Fall Race Meet of the Associated Cycling Clubs of Baltimore was held at Arlington Driving Park, on Saturday last, October 15. The affair was undoubtedly the event of the season, as was shown by the large attendance. The weather was all that could be desired, and just suited to the sport, and just cool enough to brighten up the cheeks of the many pretty girls who on all occasions honor the cyclers of Baltimore with their presence. By 3 o'clock, which was the time set for the races, the grand stand was well filled, the larger proportion being ladies, among whom were many of Baltimore's most prominent citizens with their families. The in-field was well filled with many handsome equipages, containing ladies and gentlemen. On the left of the grand stand was stationed the full band from the 5th Regiment, which furnished plenty of excellent music during the event. Thus taking the whole scene together, intermingled with the glitter of the many wheels flashing in the bright sunlight, (for the wheelmen were out in large forces) it made a most brilliant sight, and a very gratifying one to the many cyclers, who had met there to interest their friends in their sports.

At 3 P. M. the bell rang to clear the track, and at 3:15 the contestants in the first event stood at the tape ready for their race, which was a 1-mile dash for those who had never won a first or second prize. The starters were Sutton Ebert, Wm. Muehleiser, Jr., Frank Slothower, C. R. Eisenbrandt, G. C. Wedekind, E. B. Eisenbrandt, H. G. Tyler, J. S. Ruse, and L. P. Smith. The contestants were soon mounted, and at the report of the pistol were shoved off and held well together until the first quarter was reached, when four of the riders unfortunately took headers with a terrible clash, which resulted very disastrously to Mr. Muehleiser of Washington, who sustained a fracture to his jaw. The race then narrowed down to Messrs. E. Eisenbrandt, Tyler, Slothower, and Ruse, who passed the grand stand on the first lap in the order named, and remained so till the three quarter was reached, when Tyler by a magnificent spurt passed Eisenbrandt, and came in an easy winner, with Eisenbrandt second. Time, 3:14 and 3:16.

The second event was a mile dash, open to all. Prizes gold and silver medals. This was one of the most exciting and interesting races of the meet, as in this race Kingsland, the fast man of Baltimore, was to meet the Washington champions Crist and Brown. The starters were H. L. Kingsland and Harry Park of Baltimore, and Messrs. Crist, Brown, Smith, Church, Crenshaw, and Mackenzie of Washington, D. C. The race from the start was between Kingsland, Crist, and Brown, the rest being distanced. Kingsland came in first on the first lap, with Crist and Brown close upon his little wheel; at the three-quarter, Brown commenced his spurt, and went up abreast with Kingsland, followed immediately by Crist, who came up alongside Brown, and the three contestants came down the homestretch at about a two-thirty gait, amid the cheers of the hundreds of voices, accompanied with "Maryland, My Maryland," by the band in attendance; but alas, it should have been Washington, Yes, Washingtonians, for by awful spurring they crossed the tape as follows: Brown winning in 2:53, Crist, second in 2:53 1-5, and Kingsland third in 2:54. It was a most beautiful race, and one well contested.

The third event was a half mile handicap for Maryland boys under fifteen years, for gold and silver medals. This race was easily won by Master Baumgarten, who was given a large handicap, in 2:38, with J. H. Edmondson second in 2:39.

The fourth event was a three-mile handicap, open, for gold and silver medals. The starters were J. B. Mackenzie scratch, M. K. Crenshaw, 5 seconds, H. L. Kingsland, J. S. Church, and J. C. V. Smith, 10 seconds, F. W. Pope and W. B. Brown, 20 seconds, H. G. Taylor and Harry Parks, 45 seconds, G. C. Wedekind and C. R. Eisenbrandt, 80 seconds. On the first mile they crossed the tape in the following order: Eisenbrandt, Kingsland, Parks, Smith, Mackenzie, and Church, the others having dropped out, then narrowing down to Eisenbrandt and Kingsland, but the handicap of Eisenbrandt proved too much for Kingsland, and they crossed the tape with Eisenbrandt winner in 9:03—Kingsland second, in 9:09.

The fifth event was a mile tandem tricycle between Kingsland and W. F. West, and J. B. Mackenzie and Geo. Atwater. Kingsland and West took the lead from the start and held it to the finish, although Mackenzie and Atwater made a noble spurt as they come down the home-stretch on the first lap, but their opponents were equal to the

occasion and came in winners easily in 3:32 1-5—second time being 3:59.

The sixth event was a mile dash for Maryland riders, who had never raced before, for gold and silver medals. There was five starters, Messrs. E. B. Eisenbrandt, G. H. Whittingham, G. C. Wedekind, Sutton Ebert, and L. P. Smith. At the start Eisenbrandt and Smith took the lead. At the quarter Wedekind spurred and passed Smith, and stayed in that position until coming down the finish, when Smith made a good spurt and won in 3:22 3-5, with Eisenbrandt second in 3:23 1-5.

The seventh event was the race of the day, it being a contest between teams of three each from the Baltimore Cycle Club and the Maryland Bicycle Club, for a handsome marble mantel clock, presented by Mr. Saml. T. Clark; distance two miles. Messrs. F. W. Pope, W. B. Brown and H. G. Tyler composed the team of the Baltimores, and Messrs. W. D. Griscom, R. A. Whittingham, and E. F. Le Cato, of the Maryland. This race was one of great enthusiasm from start to finish. At the start they went off, Brown, Whittingham, Pope, Griscom, Tyler and Le Cato, till the quarter was reached, and from there on to the three-quarter the men continually changed positions. At this point they stood Pope in the lead, followed close and all in a bunch by Whittingham, Griscom, Brown Tyler and Le Cato. But coming down the finish amidst the greatest excitement and cheering, by the different ones for their favorites, they passed the tape as follows:

Brown, Baltimore Club, 2nd.....	5 points.
Pope, " " 3rd.....	4 "
Tyler, " " 4th.....	3 "
Total	12 "
Whittingham, Maryland Club, 1st....	6 "
Griscom, " " 5th....	2 "
Le Cato, " " 6th....	1 "
Total,	9 "

The Baltimore team winning by three points. Whittingham's time was 6.23 3-5; Brown's was 6.27.

The eighth event was a steeple chase in which there was 12 starters. The start was made a quarter mile from the grand stand, to which point they had to ride and dismount, lay down their machines, and crawl under a wooden cradle, then carry their wheels about fifty yards to a gate, and then push across the field to the three-quarter post, at which point they had to lift their wheels over the fence, and wheel to the finish. The race furnished much amusement for the spectators and plenty of hard work for the contestants, and was won in 2:34 by Atwater, of Washington, with Ward of Baltimore a good second in 2:35.

The ninth event was a three mile lap race, score by points. The starters were Harry Ward, W. B. Brown, H. L. Kingsland and L. P. Smith. This was a race from the start between Kingsland and Brown. They kept close during the whole race, and Kingsland won, scoring 24 points, and Brown 18 points. Time, 9:32 2-5 and 9:34.

The tenth and last event was a one mile consolation. There were six starters; but the race soon narrowed down to Pope and Whittingham, and seemed to be no one's race till the last quarter, when by fine spurring Whittingham got the lead, finishing in 3:10, with Pope a good second in 3:12.

The officers of the day were: Referee, J. Kemp Bartlett; Judges, Harry E. Brown, Dr. Henry Chandler, and George Miller; Timers, A. E. Mealey, C. L. Mitchell, Fred. Hoover; Starter, S. T. Clark; Clerk of the Course, H. W. Barrington.

It proved to be a great day for the Baltimore Cycle Club, they having captured two first, and two second prizes and the team race for the mantel clock. But the Ramblers didn't get quite altogether left, for their representative, Kingsland, got two firsts and one second, and the Maryland Club come in and took the consolation, while the balance of the trophies were carried off by the Washingtonians A. E. M.

RACES AT ATLANTA, GA.

Cycling events formed a pleasing feature of the exercises at the Piedmont Exposition, near Atlanta, Ga., October 12, 13. They were voted the best races on the wheel that ever took place anywhere in the South. Summary: Quarter-mile, amateur—W. W. Wendell, Boston, first, in 38s.; Homer Reed, Atlanta, second. Three miles, professional—R. Brantley, Macon, first, in 10m. 32s.; J. H. Polhill, Athens, second, by about five feet, after a hot race from start to finish. Two miles amateur—W. W. Wendell, scratch, first, in 6m. 55s.; Homer Reed, second, and Fred Weibens, third.

One mile, professional—William A. Rowe, Lynn, first, in 2m. 41s.; Asa Wendell, Boston, second. Five miles, amateur—W. W. Wendell, Boston, first, in 16m. 48s.; W. E. Crist, Washington, second, by two feet; E. M. Durant, Atlanta, third. Half-mile, hands off—William Robertson, Washington, first, in 1m. 40s.; H. R. Durant, Atlanta, second, by five yards. Two miles, lap—Asa Wendell, Boston, first; W. A. Rowe, Lynn, second; J. H. Polhill, Athens, third, and R. Brantley, Macon, last. Quarter-mile, professional—William A. Rowe, Lynn, first, in 38s. H. C. Crocker, Massachusetts, second, close up. Two miles, amateur—W. E. Crist, Washington, first, in 6m. 23 2-5s.; W. W. Wendell, Boston, second, the race being well contested. Boys' race, half-mile—Fred Lewis first, in 1m. 32s.; Henry Grady, second. One mile, amateur—W. W. Wendell, Boston, first, in 3m. 12s.; Fred Weibens, Hartwell, second; Ed. Durant, Atlanta, third. Two miles, professional—H. C. Crocker, Boston, first, in 6m. 22s.; R. Brantley, Macon, second, by four inches, the race having been stubbornly disputed all the way. Five miles, lap, professional—W. A. Rowe, first, 50; H. C. Crocker, second, 38; Asa Wendell, third, 37; R. Brantley, fourth, 20; H. G. Higham, Washington, fifth, 10. Two miles, amateur—W. A. Crist, Washington, first, in 6m. 7s.; F. Weibens second, Homer Reed taking a header on the home-stretch and not finishing the distance. Half-mile, consolation—Ed. Durant, Atlanta, first, in 1m. 35½s.; L. Hart, Gadsden, second, easily beaten. Five miles, amateur, State championship—Homer Reed, Atlanta, first, in 13m. 43s.; Ed. Durant, Atlanta, second, and Fred Weibens, Hartley, third. The winner led from start to finish. Clarence Smith of Detroit and Will Robertson of Washington gave pleasing exhibition of their proficiency in fancy riding. Half-mile, amateur—Homer Reed, Atlanta, first, in 1m. 35s.; Will Robertson, Washington, D. C., second; Fred Weibens, Hartley, third. One mile, professional—Robert Brantley, Macon, first, in 3m. 5s.; J. H. Polhill, Athens, second, close up.

A CRISIS IN CYCLING--DECLINE OF RACING

An English paper, *The Globe*, publishes an article with the above caption, to which we would call the attention of our manufacturers and importers of cycles. It is far too long to reprint, but those interested will find the article reprinted in the *Bicycling News* of October 8, page 13. It is by far the best explanation of the decline of cycle racing that has come under our notice. After reviewing the history of racing, and pointing out its gradual declination, both in popularity and in the status of racing men, the writer clearly presents his causes for the same. The gist of his argument is that manufacturers, by assisting racing men, either with racing wheels or with money, have driven out all genuine amateurs, because they cannot compete with their brethren mounted on light racing wheels, and they cannot afford the time and money to reach an equal condition of perfection and condition. We reprint the *Globe* writer's summing up:

"Herein lies the secret of the threatening decadence of cycle racing. The makers have found that a winning machine pays, and with a suicidal persistence that has come to be regarded as business enterprise, they have held out inducements to men to ride their machines. Needy, but aspiring, riders have grasped the opportunity afforded them of receiving assistance in training or in the loan of machines, and have in one way or another swelled the ranks of 'Makers' Amateurs,' a class who have done more than anything else to kill the sport. Competition for the love of the thing has almost disappeared, and the anomaly has sprung up of racing being, to the cycling amateur, virtually a profession.

"This unhealthy state of things cannot be allowed to continue, or cycle racing will die from inanition. Amateurism must be mended or ended. This cry has been raised before, and a proposal has been made, as a sovereign remedy, to professionalize the whole root and branch. While amateurism continues in other sports the suggestion of the wholesale professionalism of cycling is absurd. Nor would it even meet the case, for in professionalism the superiority of a clique is having an exactly similar effect to that which the assisted or privileged class has upon amateurism. Morgan has expressed his opinion that class-racing will be the only savior of professional cycling in this country, and the case being still more aggravated in relation to amateurism, this opinion may carry even greater weight in relation thereto. Class-

racing seems to be a sensible suggestion, although there are prejudices against it from its having been popular in America; for everything American is tabooed unmercifully in English cycling. At any rate, it ought not to be condemned without a trial. In horse racing we have virtually class-racing; why should not racing cyclists be divided into classes according to their relative power and experience? Then, meetings might be multiplied by the lowering of the value of prizes, and with a purified amateurism the inter-county contest scheme might spread and develop, and render cycle racing as popular and prosperous as county cricket and football."

CONCERNING OUR FUTURE.

DEAR WHEEL:—

I had occasion last week to stop at Columbus, Ohio, and for the first time in my personal experience, I found a town in which bicycling seems to be a thing of the past. There were once two hundred active wheels, there were once four prosperous dealers, there was once a flourishing club, there was once enthusiasm; now, one hundred and fifty wheels are hanging in the hay-lofts or rusting in neighboring cellars; now, Siebert is the only dealer who is not going out of business; now, there is no club; now, there is no enthusiasm; and, would you believe it, Mr. Editor, I couldn't find a copy of a bicycling paper in the place.

When I endeavored to find the cause of such a state of affairs, I was told that wheeling was only boy's play and they had gotten over it, that the roads were poor and there wasn't much fun anyway, and as for the bicycle papers, what was the use?—all of which shows that Columbus is about fifty years behind the times.

But when I sit down to think it out, I come to the conclusion that, in the first place, the roads through this section of the country are too uniformly level to beget ambition and good riding unless some outside influence is brought to bear, for nothing nerves a man of mettle like the sight of a good hill; that, in the second place, it would be the part of wisdom for manufacturers to supply their dealers with, say, two whe ling or sporting papers each; and that, in the third place and most important of all, it is a suicidal policy in towns and cities of ordinary size for the manufacturers to insist, as they generally do, that a dealer shall sell their wheels alone. Despite some small evidence to the contrary, it is easily proven that nearly everywhere the character and amount of interest of the local dealer determine the enthusiasm of the wheelmen and the success of the wheel; and since in few places is there enough business to induce a man to devote all his time to any one wheel, the result is that a hardware merchant has a corner of his establishment for Columbias, a jeweller has a little back shop for Victors, a Star can be found in a music store, and somebody who sells stockings, shirts and bicycle shoes will order you a Champion, if you wait until he has finished putting up neckties for a dude. No wonder that in such places there is little riding; no wonder that men seldom meet for a chat and an impromptu run; no wonder that the trade languishes.

Let the manufacturers combine upon some one good rider for a dealer (the presence of their catalogues would prevent any undue leaning to one wheel), let them supply him with a paper each, and then with the rising enthusiasm would the returns come in. It is only in the large cities that the men frequent the club-house; the natural gathering place is the dealer's, and if there is one such place, there will "the boys" meet.

Pittsburgh is a good example. Two years ago there were perhaps fifty wheelmen in town; today there must be at least two hundred and fifty (and a better lot of fellows you never met); all because the Banker Brothers, enthusiastic riders who can go under three minutes, set about it with a will and have shown what wheeling is. While in another city larger than Pittsburgh, I found the sole agent for a standard wheel composedly pasting paper upon the back of picture frames, and when I asked him how business was, he said: "very good, but you see it wouldn't pay me to spend much time at it." That's the difference. Let us have aggregation. C. H. K.

CINCINNATI, OHIO, Oct. 6th, 1887.

Why do you allow your machine to remain rusty when you can, with one bottle of the G. & J. Retouching Enamel, make it look almost new? It costs only 75c., and does the work. The Gormully & Jeffery Mfg. Co., of Chicago, will be pleased to send their catalogue on application. * *

WHEEL GOSSIP.

The *Cyclist* has raised 538£ for its life-boat fund. "Cider Runs" are features of Massachusetts Club life.

The Portland, Me., Wheel Club rejoices in new club headquarters.

H. A. Speechly, a favorite London crack, has retired from the path.

"Tit-Bits" estimates 400,000 as the number of wheelmen in England.

The *Bicycling News* compliments Mr. C. H. K. by republishing his article on "Lamps."

The Universal Cycling Club had a run along the Morris and Essex Canal on the 16th.

The American Team abroad has been reinforced by the addition of W. S. Maltby, the fancy rider.

Woodside recently defeated Howell in a ten miles lap race; score, 14 points to 12. Woody won the last lap by a nose.

A MARVELOUS RECORD.—It is reported that on Tuesday, October, 4th, G. P. Mills and Tingley rode 301 miles in 24 hours on a "Ivel" tandem.

Baltimore "got there" "in shape" with her race meet on Saturday last. It was an emphatic success, and the Baltimoreans have our congratulations.

"Now comes the season of the year,
When clear autumnal nights begin,
When smiles the moon a friendly lear,
Inviting all to take a spin."—*Exchange*.

Serious objection to road-racing, except under proper circumstances, is rapidly developing in England, and it is probable that an organized effort will shortly be made to check these contests.

The Lynn Cycle Track Association has declared itself insolvent, its liabilities being over \$3,000. Its property will be sold, and doubtless the grounds will fall into the hands of parties who will run it as formerly.

"Verax's" letter on the Aaron-Wells imbroglio will be read with interest. We had hoped that this matter was buried, but we have presented "the other side" so fully that it were an injustice to Mr. Wells to suppress Verax's letter.

The wheelmen of Ottawa, Kansas, held a successful hop on Thursday evening, September 29th. Previous to the hop, Mr. John Stone, the deaf-mute, and Mr. C. H. Ley, of Kansas City, gave an acceptable exhibition of trick riding.

The Boston Club will repeat its Tally-Ho run, the last was so enjoyable. The club's restaurant is now in working order. Its table d'hôte dinners, cheaply and quietly served every evening, are a pleasant feature of the club's Winter life.

The last of wheel proverbs so far is as follows: "It's a long hill has no top." "A wheel in the hand is worth two in the factory." The *Cyclist* contributes this one: "He spurts fastest who spurts last." Who will give us a few more?

It takes a wise man to cycle intelligently, reading the great book of nature, which dwarfs so completely every conception of the human brain. Any fool can bend over a handle-bar and "scorch." The wisest man of all is he who strikes a happy mean and does a little of both, or a good deal of the first and a little of the second.—*Wheeling*.

The habitues of "Bidwell's" will henceforth miss the pleasant-featured and politely attendant "Arthur." For three or four years, Arthur Pryer has been a "fixture" at Mr. Bidwell's place, and none who have had to do with him have nothing but words of commendation for him. It is rumored Arthur will start a place near the Park in the Spring.

The English are beginning to agitate the question of road-racing which is becoming epidemic in the "tight little isle." "When will it stop?" queries G. Lacy Hillier. "Respectable cyclists will be driven off the road, and a valuable and healthy sport done to death, because a handful of persons, without common sense or discretion, see fit to hold contests on public and much frequented highways."

On October 8, Messrs. Wells and Synnestoedt, of Philadelphia, broke the American 20-mile tandem road record, covering the distance in 1:23:30, which is faster than any track record yet made in this country. The machine used was a Quadrant No. 15, weighing 120 lbs., and the

course was the 10-mile stretch surveyed for the Philadelphia road races on Lancaster Pike.—*Ex*.

The Victor team returned from Crawfordsville on Saturday last. That the members brought no records home with them was no fault of theirs. Every man was in the best of trim, and felt confident of making records that they would be proud of, but wet weather, heavy winds and bad roads combined against them. It is so late in the season that there will probably be no further attempts made on the existing road records until next year.

The run of the members of the Nashua Cycle Club from Lowell to Nashua, N. H., on Saturday afternoon last for the elegant prizes offered by W. V. Gilman, brought out a good field. A strong head wind prevented fast time being made. The distance was 12¼ miles. Frank A. McMaster was first in 1 hour 1 minute; R. B. Larivee second, 1 hour 7 minutes; Frank Thompson third, 1 hour 8 minutes 20 seconds; W. C. Blackmar, 1 hour 8 minutes 30 seconds; John Bantelle, 1 hour 12 minutes; Leon Ingram, 1 hour 43 minutes; George Goodman, 1 hour 44 minutes; Fred Peckham, 1 hour 50 minutes.

THE WHEEL AS AN INSTRUMENT OF TORTURE.—A cable to the N. Y. *Sun* credits the Sultan of Morocco with the following diabolical scheme:

"Having received a bicycle as a present, and being deterred by the appreciation of his own dignity from attempting to conquer it, he uses it as an instrument of torture or a sort of coercion machine for the unruly among his better halves. A bad wife, if a friend of the Sultan may be believed, is mounted on the machine, and condemned to endure from five to twenty-five falls, according to the gravity of the offence. To see such a punishment would be worth traveling miles through the desert, when one considers the helpless rage of a plump lady transferred from a cushion in the harem to the leather seat of a bicycle, her costume so ill adapted to such sport, and a picturesque background of the Moorish police court, and the black old Sultan laughing until his sides ache at the result of his own cleverness."

An American gentleman, Mr. Harold R. Lewis, of Philadelphia, and his wife have, since Jubilee day, traveled all over the South of England on a tandem tricycle, and then, from Dieppe, have ridden to Geneva by way of Rouen, Paris and Dijon, and over the St. Gothard Pass to Milan by way of the Italian lakes, thence back over the Splügen, and by easy stages through Switzerland, down the Rhine valley from the river's source to the sea, and then around Holland, only ending their trip of 2,200 miles in Brussels because they found themselves riding, not on the rubber, but on the steel rims of their wheels, the tyres being entirely worn out. Americans are usually proverbial for "rushing Europe," but if English cyclists were to follow the example of Mr. and Mrs. Lewis, thoroughly study the languages of countries through which they are going, and endeavor to live the life of the people as much as they can, they would come back, not with a stock of the traveler's petty grievances and grumbings, but with the memory of "one summer" delightfully spent, and the knowledge that they have made one of the most interesting rides on record.—*The Cyclist*.

BOWER BEATS THE RECORDS FROM 51 TO 150 MILES, CRYSTAL PALACE, FRIDAY, SEPT. 30.—A. L. Bower finished up a grand string of records by beating all previous times from 51 to 150 miles. Pembroke Coleman held the watch, and has now clocked every tricycle record in the book from ¼ mile to 150, as well as every bicycle record from ¼ mile to 146. A. J. Wilson, D. Belding, P. Furnivall, C. Potter, Wood, W. C. Herring, H. Williams, jun., and G. L. Hillier assisted as pace-makers. Times as follows:

MILES.	BOWER'S TIME.			PREVIOUS RECORD.		
	H.	M.	S.	H.	M.	S.
10	0	35	25 3-5	.....	.....	.....
20	1	10	38	.....	.....	.....
30	1	45	47	.....	.....	.....
40	2	22	35 2-5	.....	.....	.....
50	2	59	28 4-5	.....	.....	.....
60	3	35	41 4-5	.....	3	56 38
70	4	16	19 1-5	.....	4	43 16 1-2
80	4	55	30 2-5	.....	5	26 21 3-4
90	5	33	53 2-5	.....	6	6 7
100	6	9	26	.....	6	43 32 1-2
110	7	12	5 1-5	.....	8	36 21 2-5
120	7	55	19 3-5	.....	9	20 31 3-5
130	8	41	59 4-5	.....	10	18 26 4 5
140	9	32	11 1-5	.....	11	6 0 2-5
150	10	18	29 2-5	.....	11	58 4 3-5

—*Bicycling News*.

CRESCENT CITY CULLINGS.

QUARTERLY MEETING OF THE STATE DIVISION—A CYCLE TRACK IN VIEW—THE GOVERNOR WRITES A LETTER ON THE SUBJECT OF THE PUBLIC HIGHWAYS—PRESENTATION TO CHIEF CONSUL HODGSON—THE TWO CLUBS WILL SWAP STORIES AND CHEW SUGAR CANE TOGETHER—MINOR MATTERS.

Another meeting over with. It's the first quarterly of the Louisiana Division, L. A. W., this time. It occurred on the 10th and was a rouser in some respects; a disappointment in others. A rouser in that everything went through with a snap and vim, but a disappointment so far as the attendance was concerned; fourteen members out of a membership of sixty-nine being all that interested themselves enough to be present, when twenty-five or thirty was confidently expected.

The Secretary-Treasurer's report showed the Division to be in debt \$40.40 worth, but as that amount of glory and enjoyment was obtained from the races of September 15, (in promoting which cause the debt was shouldered) no member with an iota of pride will now refuse to help out the Division. An opportunity will soon be afforded them all to show their appreciation, a motion having been carried authorizing the Secretary-Treasurer to call for individual subscriptions.

The Chief Consul's report was an interesting document. It urged upon the members the need of good fellowship and a more cordial show of that feeling among the members of the local cycling fraternity. The subjects of the race meet and the deficit were touched on; Charlie Fairchild's good work in posting signboards was mentioned and favorably commented on; but the most telling part of the report was that calling attention to the need of a cycle track in this city and suggesting that steps be taken towards the establishment of one.

This clause struck popular fancy, and on motion a committee of five was appointed to take the matter in charge and solicit funds for the construction of a course. Something over \$160 was pledged right then and there, and if the absent ones will but do their part it may not be a great while before a genuine cinder track will be among our possessions.

A letter from Governor McEnery on the subject of Louisiana's highways was read at the meeting, and coming from such high authority it carries some little weight with it.

The letter can be read with profit not only in Louisiana but in every other State as well. It contains a pointer or two which the average mind can see at a glance, and the moral is plain. The following is a copy of the letter in its entirety.

EXECUTIVE DEPARTMENT,
STATE OF LOUISIANA,
BATON ROUGE, October 9th, 1887.

DEAR SIR: I have received your letter of 4th instant. As you state, every one is interested in the improvement of the public highways,—wheelmen, pedestrians, horsemen, drivers of vehicles and the general public. It is not likely in this, or any other State, that the State Government will take charge and control of the public highways. The matters of police regulation are left to local authorities. The local laws need amendment, so as to make every citizen who uses the public roads contribute to the working of the public highways. No doubt with an increased population, a better drainage system, and increased wealth, turnpikes and public roads, pleasure drives and other things contributing to the health, vigor and pleasure of the people of the State, will receive prompt attention from our local authorities.

Yours truly,
[Signed] S. D. McENERY.

A pleasant little prelude to the more serious work of the evening, occurred at a special meeting of the Louisiana Cycling Club held just previous to the Division meeting of the 10th inst. The special meeting had been called partly to authorize the invitation to the N. O. Bicycle Club to participate in the Louisiana Club's run and "sugar cane eat" on the 27th instant, and partly for something else. This something else proved to be a presentation to Chief Consul Harry Hodgson by his fellow members of the Cycling Club of a neat, tasty gold scarf pin in recognition of his yeoman service in the cycling cause and their appreciation thereof. The gift was accepted in a characteristic little speech, and one which served to draw the boys closer to genial, hustling Harry.

Last night (October 12th), at the regular monthly

meeting of the New Orleans Bicycle Club, the invitation of the Louisiana Club to its run and sugar cane eat on the 27th, was accepted and Captain Rea has called a run for that date. The two clubs will meet and journey together to Carrollton (not Audubon Park as stated in my previous letter) where, if the weather be as per almanac, under the star spangled, moonlit canopy of heaven they will loll beneath the trees that border the mighty Mississippi, exchanging experiences, extracting the sugary fluid from the cane or puffing away at the fragrant weed, and, best of all, inculcating and strengthening the principle of brotherly love.

The N. O. Bi. Club's new quarters are rapidly assuming a homelike appearance. During next month they will hold a combined "smoker" and donation party, to which all their friends will be invited.

It's not often that I dabble in matters of the sort, but one thing I should like to suggest to Messrs. Gormully and Jeffery is the substitution of one good monkey wrench to accompany their wheels. I know this to be the almost unanimous wish of all riders of G. & J. wheels hereabouts, and they are legion let me tell you, and hope that the firm will see fit to think twice of this suggestion. Another thing: I use my wheel daily in going to and from business, and also do considerable riding after dark. I wish to know my mileage and use a Lakin cyclometer, which has never yet failed to tally rightly; but then how it does rattle, and what a lot of time, trouble and work it is to change the ball for the lamp and *vice versa* every day. Repeated attention and filing does not appear to stop the rattle longer than a two or three days on a stretch, and it seems to me that a non-rattling, easily and quickly changed hub cyclometer could find a ready market. My experience with spoke cyclometers if put on paper would not be a very favorable testimonial to their accuracy; therefore I am a firm believer in the hub article; and until I find something better, that one made by Lakin & Co. These little hints are sometimes noticed and appreciated. Perhaps these may be so taken by the interested ones. BI.

BROOKLYN NOTES

The addition of a club to the Brooklyn directory is rather surprising, in view of the fact that it is generally conceded that we have too many clubs already. The conception of a club is the natural consequence of the associating of several unattached wheelmen, the organizing of it a simple matter, but the substantial establishment of it is quite another thing. It may be that the idea of the Universal Cycling Club is to limit itself to a small organization. If they attempt to compete with the other clubs, which now cover every section of Brooklyn, the work before them will probably exceed their naturally sanguine expectations.

The announcement, in a recent issue of THE WHEEL, that the Ilderans would attend the road race in a four-in-hand coach, is denied by the officials of that club. The item probably grew out of the intention of the associate members, of which the club has a limited number, to ride to the course in a carriage to witness the race, on account of its inaccessibility by rail. The whole idea seems the more ridiculous when the club in question has the reputation of turning out more wheelmen in proportion to its size on local occasions than any other club. In substantiation of their claim it is well known that they equalled, if not outnumbered, their friends, the K. C. W. on the occasion of their recent lantern parade. The Ilderans will be out on election day on their wheels, and will do their best to make the event a success from a wheeling standpoint. They have not yet achieved the dignity of a coaching club.

Like a scourge sweeping from shore to shore do certain subjects seem to take on an epidemic form among the cycling scribes of the country, touching some with a light finger, and leaving upon others a heavier impression of its visit. At present "rowdism" is receiving none too much attention at their hands. It is not our intention to go deeply into this subject which has been so ably handled by others, but we feel impelled to call the attention of the readers of THE WHEEL to the masterpiece, from the standpoint of common sense, upon this subject from the pen of "Bon" in last week's *Bulletin*. A strict club discipline is undoubtedly the most sensible and effective agent in the suppression of rowdism. A club that will let pass without investigation a flagrant and public abuse of its privileges of membership, should be debarred from association in the League. Every club has means of getting rid of or punishing men

who bring disgrace upon wheeling, and a more liberal application of such means would do much toward inviting true gentlemen to a participation of the pleasures which we share.

The Brooklyn have about decided to enter the road race. Beyond the names of Hawkins, Mead and Todd we have received no intelligence of the make-up of their team. The latter two have done some good work during the past summer in connection with the club championships, and Mead is a special favorite for road honors. It will be a toss up between the Brooklyn and Ilderans for the better finish, and the friendly rivalry between the two clubs will make a special feature of the contest for their members. If the Brooklyn should take the trophy they would probably designate a course on Long Island for the next race. The team to represent the champions will have two Halls, one the fast Star man and the other an old member of the club who, though having no reputation as a racer, is a "tough" one on the road. In a trial spin last Sunday over the course he did so well as to leave no doubt as to his being the best man outside of Hall, Knox and Rich (so they say) to complete the team. If these four men ride for the K. C. W., its title will scarcely be risked in the contest.

The loud note of warning which has sounded the doom of the road racers and road-racing officials died away to a faint protest at the annual meeting of the Board of Officers on the 17th inst. There had been considerable uncertainty as to the outcome of the manifest opposition from some League officials, and clubs within the province of the Road Racing Association—not that they were in the majority locally, but on account of the unknown attitude of the members from other sections of the country, who might be in attendance. The Boston contingent, however, with its celebrities, come out so flatly, not only for the policy of non-interference, but in commendation of road-racing, that the proposed amendment was withdrawn and in substitution resolutions were adopted, voicing as the opinion of the League, that its members, and especially its officials should not indulge in road racing. If the issue can be said to have been met, the advocates of this form of racing secured a victory, temporary, it may be, but permanent, probably, so long as the wheelmen at large and the clubs which are most active and conspicuous in practical road riding give it their endorsement, either by active participation, or membership in its local exponent, the New York and New Jersey Team R. R. Association. ALERT.

CONNECTICUTINGS.

Darien is one of the most quiet and gone-to-sleep old places in this vicinity, and out of respect for the dozing habitants of the slumbering old village, we always take the south road to Norwalk, that bends an elbow in so as to just touch Darien, without entering, and by it we can avoid disturbing its quietude. The musing Havana smokers on the hotel piazza do not have to so much as turn their heads; the dozen or so dogs miss a chance to get tangled up in the Facile's back wheel, after being run over by the front one, as was done once; and we leave the people to their own devices, and to creep on through the remaining days of their eventful lives. Noroton, though, we cannot turn aside from and are obliged to take our lives and some rocks in our hands as we pass one house, for there is a dog with more impetuosity than prudence; some day "he will find his fate in the dose he will eat," and The Club will be revenged.

Two Sound Beach cyclists of this year's vintage lately took a two days' tour up among the York State hills about Bedford, and caught some very pleasing experience as well as some sandy plowing.

They went through a region of apples and cider mills, and it is inferred that they sampled frequently. One rode a 42 Facile, and the other a 54 Expert, and they claim to have come home at the rate of nine miles an hour, which was good for the roads they had.

Many of the wheelmen of Stamford are all wrapped up in Company C, and have put on military airs and uniforms to a considerable extent during the past year or two; this is in part owing to the 'orrible streets, the demands of the Kid Wi, the bow and quiver, and business, and this last is a very convenient excuse.

Company C. held a grand fair and festival in the Rink, two nights last week, and Major General D. vied with Lieut. Col. E. in "stiff backboned-soldierly bearing."

How the leaves come showering down; gold, and crimson, gray and brown! Every breeze that stirs the trees sends them adrift, and they are as pleasant as well as a saddening sight, for they tell so unmistakably of the year's ending! yet every season, even Winter, has its delights, and we cannot well complain of the All-wise rotation.

That last word reminds us that two Sound Beach riders of the boss of all safety cycles have agreed to see which will be obliged to "walk to Stamford and return a foot," the least number of days during the Winter. They believe in daily rotation of wheels.

What three-mile scampers home awheel we have in the twilight of these delightful October days! and sometimes there is more "twi than light," when we are later than usual, but the Facile seems to almost know the smoothest path, and is generally "given the rein," and gets over the ground easier than by daylight if possible.

How the wheels rustle through the beds of dry leaves under wayside trees, now and then splitting apples that will get in the path, and in their abundance.

ART.

NEW JERSEY SQUIBS.

The Elizabeth Wheelmen will hold a Chinese lantern parade, October 29, weather permitting.

S. J. Berry, Jr., has been elected captain of the Elizabeth Wheelmen, *vice* E. Martin, resigned. A number of the boys took a run to the Oranges, Saturday night, October 15th.

The Supervisors of the Irvington-Milburn road have not the remotest idea of interfering with the road racing, but on the other hand they favor the sport.

Members of the various club teams are practicing daily over the Inter-club course and some rattling time has been made.

A "bone-shaker" one of the genuine way-back old timers, was sold in a Newark (N. J.) auction room last Saturday night for *sixty-five cents*, and it was in perfect condition at that.

It was announced that unless the N. J. C. & A. succeeded in raising \$500 to pay a bill for arrears of rent by Saturday 15, the movable property on the grounds at Roseville would be sold. The sale was postponed, although the amount has not been raised as yet.

Eight of the employees of the Mutual Benefit Life Insurance Company, of Newark, N. J., are bicyclers. Several of them belong to the Atlanta Wheelmen.

CULLINGS FROM HANDY EXCHANGES.

MINNEAPOLIS, Oct. 4, 1887.

Some faint rumors of the results of races held at Mitchell, D. T., have reached us, and among other things, I hear the following:

Percy Stone of St. Louis challenged Grant Bell, of this city, to race five miles for \$50. The challenge was accepted, and Bell won in 18 minutes' time.

The quarter-mile dash between Prince Wells and Percy Stone was won by Wells, in 40¾ seconds.

In the mile race between Healy of Mitchell and Grant Bell, Healy won. In the latter's quarter-mile dash against time, he made but 41½ seconds.

Both the Bell boys were unable to stay till the close of the races, as a telegram informing them of their father's illness called them home on Thursday.

The track at Mitchell, a quarter-mile one, is reported to have a good surface, but the corners are too sharp for safety or fast time.

In the one-mile professional the first day, there was a smash-up, Healy giving out as he passed the line, and falling over the handle-bars. Percy Stone, close behind him, fell over Healy's wheel, and both men were badly shaken up. Colie Bell was unable to ride at his best speed, owing to the sharp turns, which he could not manage a Star machine to advantage on.

Mr. C. R. Overman, of Boston, was in the city last Thursday, and was driven around our most frequented and smoothest roads by Mr. Leland, whose guest he was. Mr. Overman appeared much delighted with the road surfaces, but I fancy if he had unpacked his 50-inch Victor from its curious

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.

shelter and tried it instead of a carriage, his ideas regarding the roads would have been widely shaken. He predicts a great future for the wheel in this State, and I hope to see his prophecy fulfilled.

Stockdale, Sailor and Urquart, three of our best long-distance riders, were to start early Sunday morning for Faribault, by way of Ft. Snelling, Rosemount, Farmington, Waterford, and Northfield. Faribault, 64 miles away, they expected to reach by 12 o'clock; but as a hard thunder shower opened the ball early Sunday morning, and was followed by high winds and frequent rains till 4 P. M., it is safe to assume they got no further than Rosemount, if even a start was made.

Well, the portraits and sketches came out last Sunday, and, singularly enough, the author of the article left for St. Paul Monday, to hold up the St. Paul end of the *Tribune*. He says: "You have received a copy of the production, and can judge for yourself of its merits, but it's rather hard on respectable wheelmen to have the cuts of Chicago Anarchists slightly remodeled and labeled with their names, to save making life-like sketches. 'Jay Phœbe's' own picture was very fair; in fact, as good a likeness as a wood-cut printing very rapidly could produce. The less said about the others, as artistic productions, the better. By the way, 'Jay Phœbe' would be greatly obliged if any or all cycling papers wishing to aid in the good work, and be remodeled by occasional clippings—said clippings to be duly credited—would send spare copies to him care of the *Minneapolis Tribune*, St. Paul, Minn. In this far-away land, interesting items that are entirely original have a way of taking wings to themselves and flying away, and then is the time that the correspondent appreciates handy exchanges."

We are glad to see the proper stamp of authority placed on the times made by Dingley at Lynn, and that the cycling press accepts them as reliable. But we had the news here some ten days before, and had felt just a shade incredulous for reasons before stated. Now we can feel proud of Dingley's wonderful performances, as he is really a Minneapolis boy, and not a resident by courtesy.

I hear no more said about our taking part in the parade at St. Paul in honor of President Cleveland, and doubtless, like so many other good ideas, it will die young. Now the *Tribune's* bicycle editor has left us for a short season, news will be more scarce than ever in the columns of that paper. I can count one new recruit for the League's ranks, as a result of his literary effort referred to above. What would you say in Gotham if a wheelman posing as a bicycle agent, and representing two good makes of wheels, should plead utter ignorance of the League and its doings, and be unaware of the existence of such papers as the *Bulletin* and *WHEEL*, when advised to advertise in them, if he would reach the wheelmen in this State. Wouldn't you deem him a fit subject for missionary work in a cycling point of view? Well, I should say so. Just wait till Jan. 1st, '88, and see if I don't have him safe in the fold with the other eleven thousand.

Mr. R. H. Spear, the erstwhile popular instructor in bicycle riding, and also well known through the West as a racing man and fancy rider, has been living out in the country, near Dakota for several months, in hopes of getting back his good health again, nearly lost by over-work and in-door confinement. He already looks better but talks of putting in a winter in California, which his many friends hope will restore all his old-time health and strength. He pronounces the country roads better adapted to horses than bicycles, and the prairie wind a demon that never rests. L. B. G.

THE AARON-WELLS SCANDAL.

A FEW REMARKS FROM VERAX.

MR. EDITOR: Will you permit me as one of your correspondents to say a few words in regard to the Aaron-Wells difficulty, which I see the various papers are again bringing into prominence on account of the recent appointment of Mr. Wells as a Pennsylvania representative.

I have long been aware that the cycling public had a wrong impression as to the facts in the case, and have many times wondered that Mr. Wells preserved so strict a silence. I therefore took the liberty of suggesting that he explain the matter in an open letter in his journal. This he did, but in so ambiguous a manner, that I have deemed it advisable to publish his letter in reply to mine, in the hope that he will consider the liberty justifiable under the circumstances.

PHILADELPHIA, Sept. 17, 1887.

MY DEAR VERAX: I'm much obliged to you for

that suggestion in regard to Aaron. I will say something about the matter in the next *Athlete*. The wheelmen of Philadelphia understand our relations so well that I did not realize until Synnestoed's return that a great many League members in other States still consider us "partners in crime."

I must acknowledge that it took me a good deal longer to find him out than it did the public in general; but, unless you've met him a good many times personally, you have no idea what a plausible chap he is.

I had to resort to some pretty sharp practice to get back the \$2,000 I loaned him to get out of his League difficulties. He represented at the time that he had some \$6,000 coming to him from his grandmother's estate, and he told such a minute and circumstantial story, some points of which I knew to be true, that I believed the whole thing. It was not until early in May, '87, that I came to the conclusion that he was utterly unreliable, and taking Barkman, of Brooklyn, with me, I went up to the Surrogate's office at Trenton, N. J., and examined the will. His name was not even mentioned in it. His mother was well remembered in it, though, and at the earliest opportunity I interviewed her and talked to her until I induced her to buy up her son's notes. I met Aaron the next day, and he would not look at me. He did not cool down enough to speak to me for a month.

When this trouble first came out he had plenty of friends in the Pennsylvania Club who believed in him and would have done almost anything for him; but now I do not think there is a man in the club who would loan him a dollar, etc., etc., etc.

It would seem, therefore, that Wells was guilty more particularly of a sort of General Grant loyalty to a friend. He was intimately associated with Aaron in a business way, besides being a friend of long standing, hence it is not so surprising that the plausible Aaron should have gotten the best of him. Wells was certainly very blind to the facts that appeared cold blooded and undeniable to most of us. Still he was not the only one from the Coal State similarly duped. In view of these facts I think it is time that this wrong impression be erased without regrets from the minds of us all and that we bury so unhappy a memory into an endless oblivion. VERAX.

THE BICYCLISTS OF ENGLAND.

"Mr. Sturme, in the preface to the new edition of his 'Handbook of Bicycling,' sketches the progress of this enormously popular amusement since the appearance of his last edition, rather more than five years ago."—*Daily Paper*.

"Ye Bicyclists of England
Who stride your wheels with ease,
How little do you think upon
What Mr. Sturme sees.
The wheelmen's standard rises high
With every year that goes.
Wheels sweep, fast and cheap,
Whereof Sturme's trumpet blows—
Our cycles range more swift and strong,
And Sturme's trumpet blows.

"The cycles of our fathers
Were 'boneshakers,' and few,
But the cinder path's broad field of fame
Shows what their sons can do.
When Wyndham rose, and Stanton fell,
The pace was cramped and slow;
Their creep to our sweep
Rouses Sturme's scorn, you know—
Our cycles now run fleet and strong,
And Sturme's trumpets blow.

"Britannia needs no bulwark—
Tariffs her trade to keep,
Her 'wheels' are found on every path;
Coventry's not asleep.
Our Woods and Howells wheel like fun,
Jack Keen can make 'em go,
Foes we floor from every shore,
Whereof Sturme's trumpets blow—
Our Cyclists lick the world by long,
And Sturme's trumpets blow.

"The 'Meteor' wheels of England
Shall yet terrific turn;
'Tis true that France gave us a start—
Now she has much to learn.
To you, our brave wheel warriors,
Our song and glass shall flow;
To the fame of your name
Mr. Sturme's trumpets blow—
Cycles of Cyclists, ours are blest,
So why should we not blow?"

—Punch

"OUR MECCA."

"The Ripley Road is now in its normal condition, which is good;" thus spoke The Cyclist, and, having put the statement to a practical test, we are prepared to endorse it. Why is the Ripley road so popular? Well, that is a question not so easily answered as some might think; in fact, you could hardly fix on one distinct reason to account for it. The surface has, by no means, a uniform smoothness, and in prolonged, dry weather, becomes very bad indeed; no very serious hills, but anything but flat; plenty of easier, and sometimes better roads are open to the London wheeler. Why, then, is it so favored? Different people would probably give different answers. "Because there are such charming views," says the party with the camera; "Because you get such a thundering good feed down there," replies Mr. Fourteenstone; "You meet such a jolly lot of fellows, you know," says our racing friend; "Hanged if I know why, old man," mutters the gentleman with the cigarette; and, we may add, ourselves.

This season, the road for the last ten miles or so is virtually given over to cycling, and hardly anything is met with but the phantom wheels. We have been frequently informed that all roads lead to Rome; if for Rome, Ripley was substituted, the force of the saying would, perhaps, strike more home to the present generation. Most riders, however, pass through Kingston or Thames. It is in the suburban districts between London and Kingston that the stream becomes divided. Many go through Richmond Park, which has only recently been thrown open to riders; this is a great boon, and is much appreciated. We had been desiring long to renew our acquaintance with Richmond Park, and to introduce the tandem to its clean shaven roads, and it was with no little elation, one bright Sunday morning, last September, we rode over breezy Wimbledon common, and into the Park by the Robin Hood gate. The wind blew fresh from the West, causing the many noble oaks and chestnuts to bend their boughs, and sigh in chorus, as if bewailing this sign of parting Summer. Wild fern called brake grows luxuriantly under the trees; here the timid deer repose; out in the open the grass grows, soft to the tread; the ground undulates, avoiding thus monotony of view; from the higher ground extensive range of scene is gained, whilst right and left roads wind round, with a smoothness of surface that would shame many a racing track. These roads must be great temptations to the scorchers, yet to their credit be it said, although the Park swarmed with riders, many of whom could move if they wished, still, in deference to the appeals in the cycling press, they abstained from so doing. Thus, through these pleasant sylvan glades to Kingston, loved of boating men; your true river swell would not be seen below Kingston bridge for worlds; he has resigned all that part of the great waterway to the lesser lights of the aquatic world, and the London rough, who, as a rule, knows as much about the art of navigation as he does of Homer's Iliad.

Bright looks the old market-place, as the gay costumes of the boating parties cross and recross it, on their way to their respective rendezvous, the C. T. C. house, "The Sun," with its long garden down to the river, is full of animation; ladies laughing on the lawn, gentlemen giving finishing touches to the luncheon basket at the bar. Away then through the town goes the Ripley road; you cannot mistake it, the stream of riders mark its course, past the stone guarded by a railing; seated on this the Saxon kings were crowned, hence King's-stone (Kingston),—let's hope it was cushioned,—on now for a short distance, with the animated river on our right, and the grand villas of select Surbiton on the left; next Jack Keen's place is passed, and soon after we sight the "Angel" at Long Ditton.

Of all the inns on the road to our Mecca "The Angel" is the one most popular with the pilgrims. We have never seen the house minus its little group of wheelers, either stretching themselves on the green in front, or imbibing mild potations, handed out from the bar through the window. The leading lights of the cycling world haunt this spot, and it is the usual halting place, when winter mud and winter fogs discourage further progress.

From here to the "Anchor" at Ripley it is ten miles; the "classic ten miles" it has been christened, by reason of the many historic races that here were lost and won on it. At first it is flat open country, Ditton Marsh by name; presently we begin a long rise; on our right is Sandown Park, where some of the most select horse races are run, and so through Esher village, with the

drinking fountain presented by the Queen, a blessing to many a thirsty wheelman, who finds himself out in the wee small hours. Still upward mounts the hill, but ere the top is reached we are out of the village; then down it drops short and sharp, revealing Claremont on our right, a solid square mansion standing in a wood; here in lonely state lives the widowed Duchess of Albany. It seems but yesterday we saw them, starting for this home, all radiant from the bridal feast at Windsor; forward they galloped; the empty scabbards of the hussars clattered musically against the horses' flanks, forward to their happily unknown future.

Most pleasant is the road now; we are out on Esher common; dark fir woods everywhere delight the eye, a sense of freedom takes possession of one, out on these breezy Surrey commons, it is nature's champagne; small wonder the cranks are flying round; besides here is the Fair Mile; what Ripley pilgrim lags on the Fair Mile, for a good, straight level bit like that is not met every day. The mound shaped hill that faces us in the distance, looking a little to the left, is the Hog's Back, whilst nearer still the White Downs of Dorking arrest the wandering eye. Down off the Fair Mile, up a shady lane, we next discover Cobham street; this is not to be confounded with the Cobham in Kent, so closely associated with the name of Dickens, a straggling village but neat withal; the White Lion Hotel being the most commanding building, and also the house of call for the pilgrim. Just beyond the village runs a stream called the Mole; over this stream is a bridge. Pause on this bridge if you love a sweet scene; you will not deem the moments lost, for no fairer picture lies between London and our Mecca; in the narrow valley, softly twisting, steadily, gently the Mole glides on, past the green meadows in their woodland setting, till it is lost to view, but not to memory dear. Whilst we were drinking our fill, and resigning ourselves to these enchantments, Mr. and Mrs. Smith dashed past on their invincible tandem. No faces are better known on the Ripley road, and few are the riders who care to "take them on." The four miles from Cobham to Ripley, is a very quiet, we might say wild, bit of country, open common for the most part; at this season of the year, purple with the heather blossom; the dark pine woods match well with this; isolated cottages occupied by gamekeepers alone border the road, save where "The Hut," an old roadside inn, situated in front of a small lake, is kept in company by a new and ambitious looking hotel.

An old world quiet reigns over Ripley, except for the wheelers dropping in from town and the little knot of critics outside the "Anchor," watching them arrive; little of life is seen in the broad stretch of road, on either side of which the village clusters. In the days when mail-coaches were the chief means of locomotion, it was doubtless lively enough at the "Talbot," the only hotel of the place, but the coaches have had their day, and no longer bring life and bustle to the retired Surrey village, and the shriek of the railway whistle does

not yet jar the nerves of the old folk of Ripley. Instead, there is a big straight house where the Doctor lives, a smart white house where the Parson lives, and a lot of small, ancient, picturesque cottages where presumably the villagers live, but we do not wish to commit ourselves on this point, never having seen any sign of a human being enter or leave one of them; likewise a school-room with the motto, "The Lord giveth wisdom,"—this is circumstantial evidence that some children are existing in the neighborhood,—and a little church containing the window that helps to keep Cortis's name fresh in the thoughts of the many who knew and loved him. The churchyard is crowded, and throws its arms affectionately round the garden of the "Anchor," rather a sad little churchyard it is, so many of the graves are for the young.

The "Anchor" inn is the shrine whither the pilgrims flock, sure of good comfort from the attendant priests and priestess, eke the Dibble family; it is only an old quaint roadside inn, with low rooms, narrow passage, and squeezed up cosy little bar, quite unadapted for entertaining any number of visitors. To overcome this difficulty a room has been erected in the back garden, of commodious proportions. It is in this room the famous dinners are demolished. We have a good muster to-day, considering the time of year, and sit down sixty to dinner; joints disappear with startling rapidity; there is a brisk demand for

Only a Limited Number Made Every Year.

FULL DRESS STRAIGHT CUT.

Unquestionably the choicest Cigarette manufactured. Under no circumstances will the high standard of these goods be changed. These cigarettes, although costing more than others, are well worth the difference asked, and always give the most entire satisfaction.

PACKED.—20 CIGARETTES.

KINNEY TOBACCO CO., New York,

Successors to KINNEY BROS.

Send 15 cents for sample package.

EASY PAYMENTS.

New Rapid, Champion, Star and other Bicycles and Tricycles



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

THE CELEBRATED

PIANOS

Are at present the most popular and

SOHMER

PIANOS

preferred by the leading Artists.

NOS. 149 TO 155 EAST 14TH STREET, NEW YORK.

OFFICIAL TAILORS AND OUTFITTERS.

Citizens' Club.
Hudson County Wheelmen.
Harlem Wheelmen.
Hudson Bi-Club.
Long Island Wheelmen.

DEVLIN & CO.,

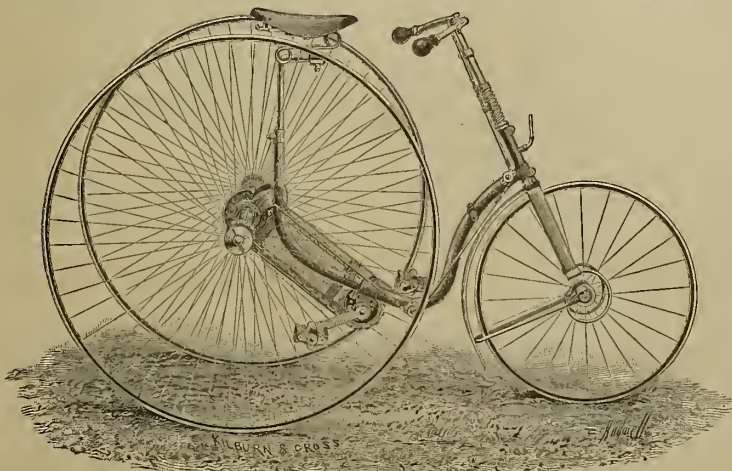
New Jersey Wheelmen.
Roselle Ramblers.
Huntington Bi-Club.
Yonkers B.C., and others
Hudson Boat Club, of
Bergen Point.

Broadway and Warren Street,

MANUFACTURERS OF

Bicycle, Boating, Yachting, Rowing and Tennis Suits,
Caps, Stockings, Etc.

COLUMBIA TRICYCLES



LIGHT ROADSTER.

Columbia Ladies' Two Track,

Columbia Light Roadster,

Columbia Tandem.

Full line of Columbia Bicycles, Tricycles,
Parts and Sundries

ALWAYS IN STOCK.

NEW YORK BRANCH

POPE MFG. CO., ELLIOTT MASON, MANAGER, 12 WARREN ST.

THE FIRST SHOT is fired, gentlemen, and FRANK DINGLEY makes a big hole in the hundred-mile World's Record, at Lynn, September 22d. HE KNOCKS EVERYTHING from 51 miles up. Time: 5 hours, 38 minutes, 44 1-5 seconds.

ELEVEN MINUTES BETTER than the English Track Record, and twenty-five minutes better than the American Track Record; the latter by Ives, on a racing wheel. Dingley used our ordinary LIGHT CHAMPION. They all say the same thing—"the bearings."

CHICAGO ILLS.

GORMULLY & JEFFERY MFG. CO.

beans and potatoes are firm; anon appeareth the Ripley institution, a blackberry pie—that pie might have said with Garrick, "The house rose at me, sir." Many of the boys evidently belong to the struggling city clerk brigade; still order and decorum reign supreme; good feeling, good fellowship, similarity of tastes, all help to oil the wheels, and different elements of our complex society run for the novice as smoothly together as ball bearings; that is one of the most pleasant features of the sport. We hear possibly too much about the freemasonry of the wheel, still it is a reality. The church bell rings for a short service, held especially for cyclists; some attend this, others retire to the garden, stretch their athletic forms on the turf, and smoke the pipe of peace; others, when the weather is warm, stroll over the green and indulge in a plunge into the cool river Wey, or dream a quiet hour away in some secluded spot on the river's bank. But the garden of the inn is the most popular, small, and unadorned though it be; we note the big bed of old-fashioned flowers, the fruit tree with the Otto bicycle on the top for a scarecrow (how are the mighty fallen!); the two canoes named, respectively, "The Dibbles Delight" and "The Pride of the Anchor," turned into flower boxes—another painful come down in life, the boys wrecked the "Pride, etc., in the afternoon, sitting on it—and lastly, the fan-tailed pigeons, full of honors from local shows. We sign the book 5865 (this is no criterion of the number of visitors); take a spin six miles further, over grand roads and cultivated country, to Guildford, cleanest of towns, full of old buildings, and history; fear not, patient reader, we will not inflict them on you now, but merely glance at the Grammar School dated 1550, and the Guildhall, 1683, with its conspicuous clock, jutting out over the street, all in the glory of new paint. The castle, unlike most ruins, very ugly; then turn we back for a glorious spin with the wind to the "Angel," Long Ditton, where rain and darkness come down; bend low your heads, and steer home, my boys, for the day and its beauty has banished.

FREE LANCE.

CONTINENTAL LAWS, CUSTOMS AND TAXES IN REGARD TO CYCLES.

Continental laws and regulations at the Customs, in regard to cyclists, vary as much as our English weather. It has always seemed to me that it is dependent upon the state of the *douaniers'* "livers" as to whether you have to pay duty or not. This remark applies more particularly to the Frenchman. One day he is the essence of politeness and amiability, and with a touch of national character will reverently doff his cap and allow you to pass *sans* duty and waste of time. There is a probability that if you had arrived next day the same *mounseer* would have approached you with a fiendish eye and an expression of bottled up—well—hellishness, and this gore-sucker's passions would not have been cooled until the innocent cyclist had disbursed the utmost *ad valorem* charge the law will allow, on his machine—plus annoyance, waste of time, and a ridiculous demonstration of puerile and empty officialism. During a few years' meanderings I have seen some strange experiences of Custom House and *douaniers*, but of all the rogues and robbers in this particular line I have found none to approach the Franco-Italians, who lie and rob you with the utmost *sang-froid*. However, I will not dive into particulars which might so influence "Inquirer" that he would play the nasal five-finger

exercise to the Continent and stay at home. In all cases inland, when it is possible, it is advisable to stop at the last station, and ride across the frontier. Upon arrival at a seaport, ordinary politeness, added to which a little tact and ingenuity, will often land the cyclist safe outside the *douane* without a penny cost, failing which he must look pleasant and pay his 10 per. cent. duty, and trust to providence to get it back when he leaves the country. A leaden label, with Government stamp, is usually, in such a case, affixed to the handle-bar, and if it be found intact by the officials on the return journey the duty is returned minus some few francs for expenses.

Italy.—The cycle is often rated as a four-wheel carriage, as in my experience.

Belgium and Holland.—Generally passed if machine is not new.

Spain.—Patience and tact will frank the cycle. If new—duty.

Norway and Sweden.—No duty whatever, officials show the greatest courtesy—10 cents, if new or sent over.

France.—Sometimes duty, sometimes not. I have generally got through without expense; on some occasions 10 cents duty.

Of course like an honest man I always declare the full value of the machine!!! Thus if it cost £20, £10 would be a fair assessment. At the Customs the father's advice to his son is very useful, "My boy, always be up and doing; be honest if you can; if you can't, don't be 'done,' but 'do' somebody else."—Yours faithfully,

"OBADIAH," in *Wheeling*.

THE FUTURE OF THE ORDINARY.

"The ordinary is doomed," we very frequently hear people say, but we are not of that opinion. True, it has "had its nose put out of joint" by the safety lately, but this only shows us the correctness of the opinion we have always held, and proves to us that, if makers will only look after the safety and comfort of ordinary riders a little more, the old love for the high wheel will return, and good business will result. In the introduction to the "Indispensable Bicyclists' Handbook" this year we say: "The ordinary bicycle, for the young and active, is the most delightful form of cycle to possess, and the youth of England and other active nations will ever select it in preference to its perhaps safer, yet more cumbersome, rival. To retain its hold as a touring machine, however, I feel certain that more attention must be paid to the comfort and comparative safety of the rider, and I hope to see in the near future a gradual inclination towards larger back wheels, more rake, longer cranks, and the addition of footrests, when the ordinary and original machine will, with common care, be equal in safety to any form of cycle extant." We would here emphasize these remarks. We are now beyond the day when cycling was a mere pastime, a recreation, and indulged in only by the young. It has interwoven itself into our everyday life, and the use of the machine has become largely recognized as an aid to business. In the early days of the safety, and in the still earlier days when inventors occasionally exhibited a low machine at shows, the general remark with which it was met was, "Who's going to ride that thing?" the idea being that, even supposing such a machine were any good as a vehicle, no one with any respect for his personal appearance would be seen upon it. Such an opinion in the days when bicycling was a mere pastime, and when, of course

appearance was one of the main points sought for, was not to be wondered at, but the present popularity of the safety shows that such a feeling no longer exists, and that whilst all who have ridden it admire the superior merits on some points of the ordinary they also admit the fact that in this utilitarian and practical age looks must "go" before safety and general convenience. Undoubtedly the fact that there are such things as "croppers" is the cause of so many old riders forsaking the ordinary in favor of the safety, though, perhaps, they will scarcely admit it, and this very fact shows that safety and comfort are points which have greater weight with riders than appearance and pure ease of riding, which are certainly gained in the fullest degree in the ordinary of the present day. This being so, we ask makers, in their own interests and in the interests of the ordinary as a type, to deal with the matter and give attention to the points enumerated above. We are sure it would pay any maker who has the proper facilities for doing so to place a machine built as described vigorously on the market, and we hope next season to see it done, when we feel assured the rationally-built ordinary will gradually work its way back into public estimation.—*The Cyclist*.

Four well-known hammock saddles are manufactured by the Gormully & Jeffery Mfg. Co., of Chicago. Send for their catalogue if you need anything in this line. *

Now that the weather is getting cooler there will be a great deal more night riding than during the hot summer months. It is always safer to carry a lamp. The Gormully & Jeffery Mfg. Co., of Chicago, manufacture a complete line, and will be pleased to send their catalogue on application. *

The longest line of sundries offered in this market is that of the Gormully & Jeffery Mfg. Co., of Chicago. If you are interested send for their catalogue. *

FOR SALE, EXCHANGE, WANTS.

SALE AND EXCHANGE.—TANDEM TRICYCLE, latest pattern, balls all around, may be used by two ladies, excellent order, cost \$250, sacrifice for \$125, worth \$200. "Tandem," care THE WHEEL.

FOR SALE OR EXCHANGE.—48-in. Safety Bicycle in good condition, would sell cheap or exchange for any of the following wheels: Dwarf Star, 42-in.; Rover Safety, Tricycle, or an Italian Harp. Send stamps for description. L. S. H., Box 116, Danville, Indiana.

TO EXCHANGE.—44-in. 1887 Light Roadster Facile, in fine condition, for a 40 or 42 Special, '84 preferred and cash. Arthur Munson, Stamford, Ct.

TO EXCHANGE.—44 Light Roadster, Facile, vintage of '87, valued at \$120, for 40 or 42 regular Facile, '84 pattern preferred, and cash. Arthur Munson, Stamford, Ct.

SLAUGHTER.—51-in. Rudge Light Roadster, half-nickel, latest pattern, spade handles, lantern and hanger, all good as new, cost \$155. Will sell very low, in fact sacrifice to prompt purchaser. Address "Chesterfield," P. O. Box 44, New York City.

SPECIAL STAR.—51-inch, 3-4 nickeled, balls to front, silent ratchets, good as new—\$70, worth \$100. Write quick. "Stanton," care WHEEL Office, New York.

52-IN. HUMBER.—Balls all round, good as new—cost \$137.50 for only \$65 if sold at once; worth \$100. Owner going West. "Anderson," P. O. Box 444, N. Y.

--- HOW TO ---
Buy, Sell or Exchange.
 ADVERTISE IN OUR
*For Sale, Exchange,
 and Wants Column.*

Twenty-five Words, - - - Fifteen Cents.
 Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED
 BY TUESDAY MORNING.



Price, post-paid, 75 cents.

A. G. SPALDING & BROS.,
 241 Broadway, New York.
 108 Madison Street, Chicago.

A New Map of the Orange Riding District,

Showing all Towns and Villages, from Milburn and Waverly on the South to Caldwell and Belleville on the North, and indicating 95 miles of Macadam roads, with best connecting thoroughfares, for touring. Size 17x22; Price 50 cents. Printed on heavy bond paper, with pocket cover, \$1.00. For sale by dealers in Newark and Orange, N. J.; or mailed postpaid on receipt of price.

Address R. D. MEAD, Box 77, Newark, N. J.

**THE
 Continental Hotel,**

448 & 454 BROAD STREET,

OPPOSITE D. L. & W. R. R.

Newark, N. J.

The largest and finest appointed Hotel in the city, and for many years the acknowledged League Headquarters.

SPACIOUS BILLIARD PARLORS AND CAFÉ

Connected with the Hotel.

H. C. WHITTY & CO.,

Proprietors.

**NEW INDEXED MAP OF THE
 Environs of N. Y. City.**

Scale, 1-4 Miles to 1 inch

Compiled from the New Jersey State Geological Survey, the U. S. Coast and Geodetic Survey, Local Surveys and other authentic sources.

Size 3 2-3 ft. x 4 1-2 ft.

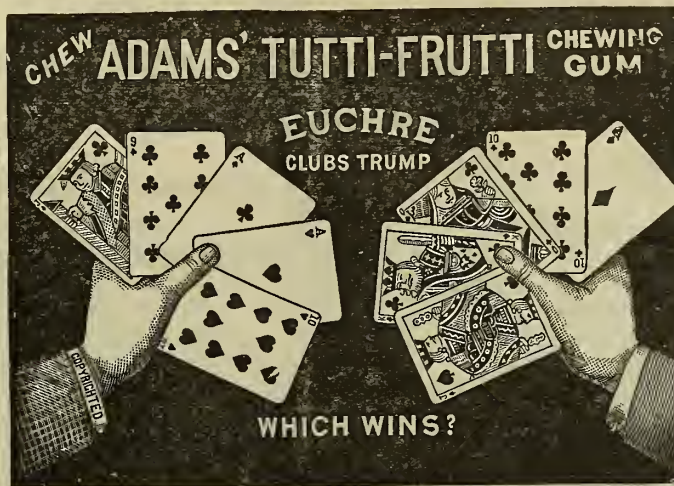
Mounted on Rollers, or Dissected to fold up in smaller compass.

\$4.00.

This Map shows the Railways, Wagon Roads, Cities, Towns, R. R. Stations, Villages, Lakes, Ponds, Rivers, Streams, Mountains, Valleys, etc., in a style unequalled for distinctness, legibility and correctness. The Index is complete and renders it an easy matter to find any desired locality.

Published by **E. C. BRIDGMAN, 84 Warren St., New York.**

WHAT IS SAID OF IT.



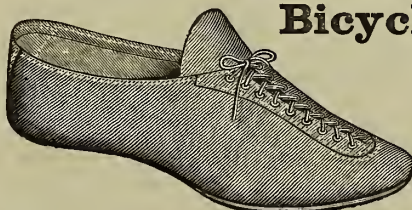
Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst.*
 Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst.*

Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

AMHERST COLLEGE GYMNASIUM DIRECTIONS.

This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico Zapotis) consequently it is a purely vegetable substance.

It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—*N. Y. World.*



**Bicycle and Gymnasium Shoes,
 ATHLETIC AND SPORTING GOODS**

OF ALL KINDS.

Agent for Dare's Elastic Supporters,

SHOULD BE USED BY ALL BICYCLE RIDERS.

Price \$1.25.

W. H. ROBERTSON, 296 BROADWAY, NEW YORK.

FOR SALE AND EXCHANGE.

FOR SALE.—50-inch Ideal, '87 pattern; new; \$50.
 51-inch American Star, nicked except rims; good order; \$45. J. F. Lanning, Richfield Springs, N. Y.

FOR SALE.—48-inch Special Star, hollow frames, ball bearings to front wheel; perfectly new. Address C. E. Campbell, P. O. Box 444, New York city.

HERE!—Bargain—50-inch, enameled, Victor Bicycle, ridden 300 miles, as good as new, for \$85. H. H. B., Lock Box 50, Wappingers Falls, N. Y.

A BARGAIN.—For Sale.—A 48-inch Expert Columbia, full nicked, with stand, Hill & Tolman bell and cyclometer. Has been used but little, and in perfect order. Cost about \$50. Will sell for \$35. Address Philip H. Lucas, Mount Vernon, N. Y.

FOR SALE.—48-in. Star. Latest design; hollow framing; balls to front wheels; hollow rims; cost \$140. Ridden very little. Address H. G., P. O. Box 1516, New York.

FOR SALE.—56-in. Special Columbia. Ball bearings on front wheel, in fair order. Good reason for selling at \$30. Address T. F. B., P. O. Box 2979, New York.

FOR SALE.—54-inch Standard Columbia, in excellent condition. Used very little. Price \$48. E. W. Mott, 1574 Park ave., New York.

FOR SALE.—Buy now, instead of waiting until Spring, and thereby save from \$10.00 to \$20.00 on a machine! Besides being Sole New York Agents for New Rapid and Quadrant Cycles, we have a fine assortment of slightly used machines, many really as good as new, and which we are selling at prices to suit the times. Prices from \$28.00 upwards. Ball-bearing wheels from \$40.00. Our stock of machines is not equalled around here for Condition, Variety and Price. All sizes and makes. New Bargain List issued weekly. Send for it. **NEW YORK BICYCLE CO., No. 38 Park Place, New York.**

FOR SALE.—51-inch Rudge Light Roadster, 1887 pattern, Kirkpatrick saddle, hub cyclometer, lamp and hanger, etc. Has been run less than 50 miles, and is as good as new in every particular. Cost \$153. Will sell for \$110. H. C. Jones, P. O. Box 1407, New York.

FOR SALE.—Facile, 46-inch, regular pattern, 1886-7, first-class in every respect; no headers. As good as new. Cost \$131. Bargain at \$95. J. W. Hillman, Cape Vincent, N. Y.

It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion.

The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.

As this is swallowed, it co-operates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation.

I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.

R. OGD, DOREMUS, M.D., LL.D.

FOR SALE.—A 50-inch Expert Columbia: balls all round, ball pedals, is in good condition, enamelled. Price \$90. Address "Expert," care this office.

FOR SALE.—52-inch, full nickel, Expert Columbia, lamp and bell, A1 condition. Address D. Hamilton, 1026 Woodruff avenue, New York city.



**B. W.
 DINSMORE
 & CO.,
 Printers and Publishers.**

12 FRANKFORT STREET.
 NEW YORK.

PRINTERS OF "THE WHEEL."

—STAR—
Bicycles. STAR Tricycles.
—STAR—
H. J. HALL, Jr.,
1170½ Bedford Ave.,
BROOKLYN, N. Y.

Large Assortment of New and Second
Hand Wheels of all Makes.

REPAIRING QUICKLY DONE.

BICYCLES!
Astonishing Bargains!
JUST RECEIVED
FROM A
Bankrupt Sale!

ALL SIZES AND MAKES.

SPEAK QUICK!

CHAS. SCHWALBACH,
Ninth Avenue and Union Street, Brooklyn.

WHEELMEN'S RENDEZVOUS.

PROSPECT PARK HOTEL,
PROSPECT PARK PLAZA, BROOKLYN.
F. G. SPENCER, Proprietor.

** REFRESHMENTS OF ALL KINDS. **

ASK FOR THE



PERFUMES AND TAKE NO OTHER.
Wenck's Opera Bouquet is the latest.

Pat. March 2, 1885.



Reg. May 1, 1885.

ANDREW GRAFF,
MANUFACTURER OF
SEAMLESS SHOES.

SPECIALTIES:
Running, Walking, Bicycle,
Lawn Tennis, Foot Ball
and Base Ball Shoes.

339 Court Street, Brooklyn, N. Y.

The lightest and strongest Road Bicycle Shoe made;
average weight 10 to 12 oz.
Bicycle Racing Shoe for Rat-trap pedal, 5 to 7 oz. a
pair.

All shoes made of the best Black or Russet Kan-
garoo. I am the only manufacturer using genuine
Kangaroo.

ANDREW GRAFF, 339 Court st., Brooklyn, L. I.
DEAR SIR—The shoes which you made me are very
satisfactory and are without doubt the best I have ever
seen or used.
Yours very truly,
A. B. RICH.

For practice, SEAMLESS CANVAS RUNNING
SHOE, Light, Strong and Cheap, to order \$3 and \$3.50.
Send for Catalogue and Price List.

JACKSON & CO. HATTERS, 59 Tremont Street, Boston, Mass.

SOLE AGENTS FOR DUNLAP & CO., NEW YORK.



✻ E. R. STOCKWELL, ✻

19 John Street, New York,

MANUFACTURER OF

Bicycle and Athletic Badges
and Medals,

IN SILVER AND GOLD,

At Satisfactory Prices.



Howard A. Smith & Co

Gentlemen

I used your L & L bundle
carrier on my Tour Around the World, and found
it a very servicable indeed. It is difficult to see
how it can be improved upon.

Sincerely yours

Thomas Stevens

The above from THOMAS STEVENS explains itself. Our carriers are made to fit any
machine. Price \$1.50. Send for Catalogue of Cycling Goods.

HOWARD A. SMITH & CO, Oraton Hall, Newark, N. J.

FOR WHEELMEN



FOR SALE BY
GEORGE CLEMENT,
33 East 22d Street, New York.

KEEP THIS FOR REFERENCE.

Zylonite Collars and Cuffs
are as ECONOMICAL and DESIRABLE as represented, can always
obtain the same,

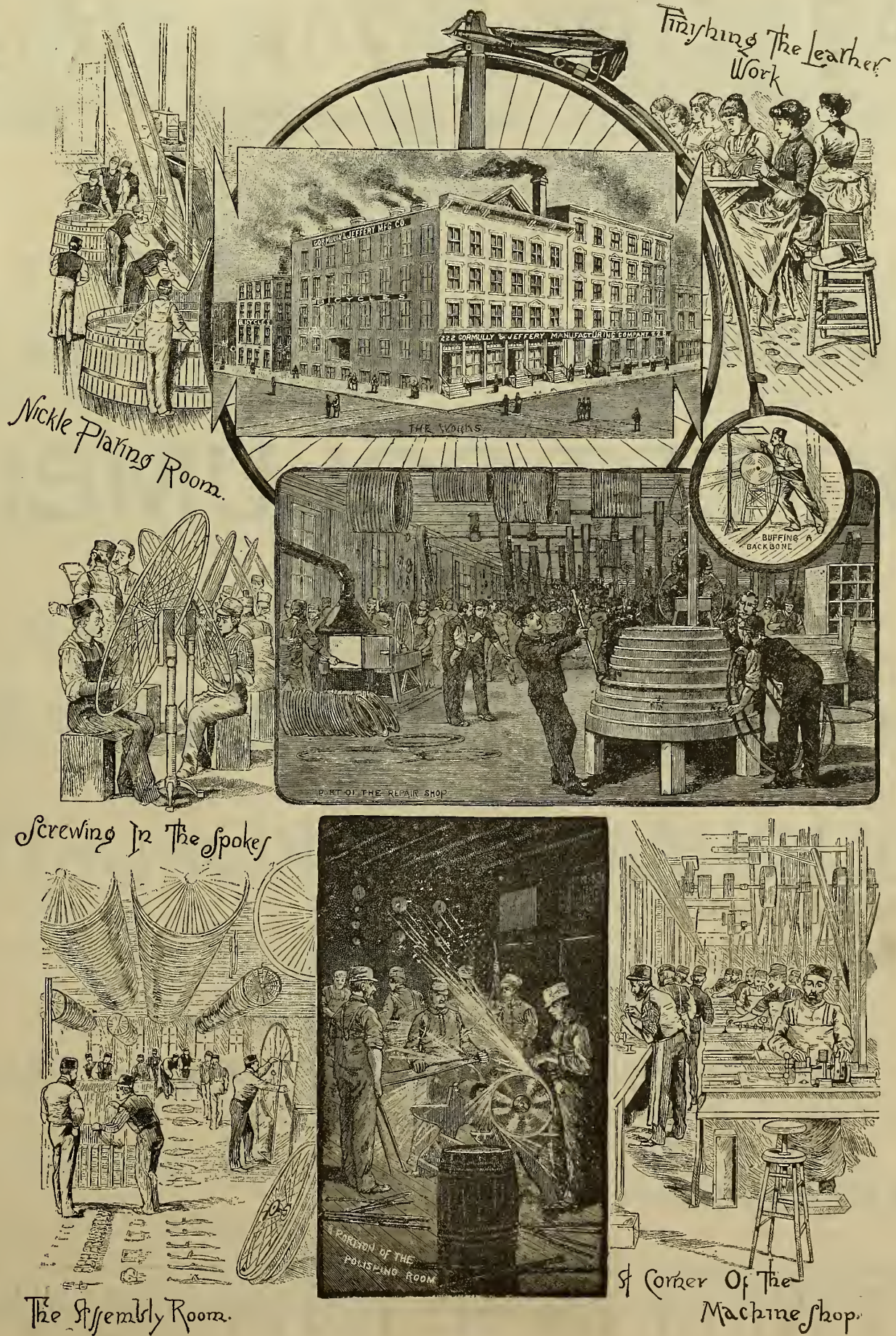
FREE OF POSTAGE,

by addressing GEORGE CLEMENT & CO., 33 East 22d Street, New
York, at the following prices:

Gents' Collars, 20c.	6 for	-	-	-	-	\$1.10—\$2.00 Doz.
" Cuffs, 40c.	6 "	-	-	-	-	2.20—4.00 "
Ladies' Collars, 15c.	6 "	-	-	-	-	.85—1.50 "
" Cuffs, 30c.	6 "	-	-	-	-	1.70—3.00 "

REMIT BY POSTAL ORDER.

For half a century this country has been trying to invent collars
and cuffs that would be an improvement on linen. It is accomplished
at last. Zylonite collars and cuffs are superseding linen, because they
are better and will last for months, and will always look clean.



The Gormully and Jeffery M'f'g Co.'s Factory,
CHICAGO ILL.

EASTERN ROAD RACE, 25 MILES,

Boston and Vicinity, Saturday, October 8th, 1887.

[ALL THE MAKES OF HIGH GRADE MACHINES REPRESENTED.]

Won by Frank Carmen, of Cambridgeport Bicycle Club,

—ON AN—

EXPERT COLUMBIA,

TIME : 1.34.29.,

BEATING LAST YEAR'S RECORD.

Second Position by R. G. Beazley, of Chelsea Bicycle Club,

—ON A—

COLUMBIA LIGHT ROADSTER,

TIME : 1.34.29 1-5.

POPE MFG. CO.,

No. 79 Franklin Street, Boston, Mass.

Branch Houses: { 12 Warren Street, New York.
291 Wabash Avenue, Chicago.

L LEWELLYN H. JOHNSON HAS IN STOCK

A FULL LINE OF 1887 BEESTON HUMBERS!

Humber Bicycles! Humber Crippers! Humber Safeties! Humber Tandems! Humber Cripper Tandems!

Call or send for Catalogue

401 MAIN STREET, ORANGE, N. J.