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In my last week's notes I commented on the political prominence that wheelmen are arriving at. While every wheelman or wheelwoman cannot be, of course, nominated for President, yet each can openly express his or her political preference. Victor C. Place, whom many will remember as a racing man of much promise two years ago, and who was, I think, one of the first to cut three minutes in this country, seems to think Blaine will be the next occupant of the White House, to which end he has just made a bet of \$600,000 with another miner of Arizona who puts up a like amount on Cleveland. Pending the decision their entire property has been placed in escrow until after the election. And even yet horsemen and others pretend to say we are but boys.

Pitman is in training for the Boston Club's hundred-mile tricycle road race.

The Ixion Club will give an invitation art exhibition next month. They will have hung and catalogued the finest collection of engravings and water colors in America, belonging to Mr. Peoli, the celebrated artist, who has kindly loaned them to this club. Their value may be estimated by the fact that they will be insured for \$75,000 while on exhibition.

Sorry indeed am I to witness the disappearance of the Boston Ramblers from the active position they have so long maintained at the head of cycling clubs in this country. If it is but history though. Ever the weaker to the wall, and the weak to die that the strong may live.

On the wings of rumor faintly borne comes to my ears the whisper that Buffalo will or should possess the next League meet. Beyond compare, does that city fill the bill for a successful meet, and in it only can the League expect to exceed in numbers those who flocked here in '83.

"The Washington Square Bicycle Club" is the latest aspirant to metropolitan cycling celebrity. What bothers me though is the idea of how funny its members must look on a square bicycle, as I judge they must ride from their name.

The New Haven *Bicycle Herald* compares me to a Harvard, because I have a great head and get many bangs. Now it only needs keep on and say that I ought to beat Sellers, because I live at the Trainor's (Hotel).

Can League officials ever be taught that in tendering their reports to the League at large, or to its Board of Officers, that the subject matter of said reports must be confined solely to their official acts, and not to any rambling account of what that officer thinks or wants. A case in point was the recent report of N. Y. State Treasurer Kidder, who entered into a long dissertation on the advisability of picking stones out of the roadways, Jenkins, etc., etc.; and, as usual, the ever ready committee with its little pencil scratched out all extraneous matter.

ANOTHER CENTURY.

Last Sunday, Frank and Edgar Tuxbury, both of the Amesbury Bicycle Club, completed the first "century" of the club. They left Amesbury at 6 A. M., returning at 7.30 P. M. The route was through Newburyport to Salem, Marblehead, Swampscott, Lynn to Boston and return. The entire distance covered during the day was 104 miles. The total time, 13hs. 30m. Rests, 1h. 40m. Total riding time, 11hs. 50m. The machines used were a 54-inch Expert and a 56-inch Standard.

RECORD BREAKING ABOARD.

RECORD FROM TWO TO FIFTEEN MILES BROKEN IN ENGLAND.

The fifth race for the Crystal Palace fifteen miles challenge cup took place Sept. 11 at Sydenham, London, Eng., and the winner, R. H. English, North Shields, B. C., beat all previous records from two to fifteen miles, and continuing, with a view to beating Cortis' hour record, also beat record time for sixteen, seventeen, eighteen, nineteen, and twenty miles, and in the hour rode 20 miles 560 yards, or 235 yards more than Cortis had to his credit. His two mile time was 5m. 32 2-5s., and twenty miles were covered in 59m. 6 3-5c. Mr. G. P. Coleman was timekeeper. We take the following details from *Bell's Life*:

R. H. English, North Shields, 1; R. Cripps, Nottingham, 2; A. Wilson, Surrey B. C., 3; C. S. Wadey, Eastbourne, 4; W. Brown, Blackheath H., 5; F. S. Buckingham, Brixton Ramblers, 6; J. D. Butler, London B. C., 7; F. G. Dray, Brixton Ramblers, 8; F. J. Nicholas, Beckenham, 9; J. H. Pibel, Star B. C., 10; J. H. Price, Stanley B. C., 11. Brown slipped off with the lead, but English passed him at 50 yards and was never afterwards headed, winning by fully 500 yards. The race for places, however, was interesting. On reaching the stand the first time Brown was second and Nicholas third. In the next circuit Nicholas gave way to Wilson and in the third lap English just led Brown, Wilson and Nicholas following at an interval of half a dozen yards, with Cripps heading the ruck. This position the last-named was not long content with, as before the second mile was completed he had taken second place, the order at two miles being: English first by over 120 yards, then Cripps, Wilson, Brown, and Nicholas. A mile further English was about the same distance in advance of Wilson and Cripps, who headed the others by 300 yards, and at four miles English lapped the latter contingent, a feat that Wilson and Cripps accomplished a couple of miles further on. At ten miles English led by 400 yards, Cripps being just ahead of Wilson, the others a lap behind, and at 11 1/2 miles English lapped Wilson and Cripps, the rest being two laps to the bad. From this point the race calls for little further description. English continued to draw away, and finally won by 500 yards, while Cripps beat Wilson, after a gallant struggle throughout, by eight yards, Wadey, whose style of riding was much admired, was fourth, and Brown fifth, some distance behind, but earned time medals for completing the distance in less than 46 minutes. As before stated, English kept on until the hour was up, with the result that he beat Cortis'

distance by upwards of a furlong. English's time:

Miles.	M. S.	DURATION.	M. S.
1	2 42	2 42	
2	5 32 2-5	2 50 2-5	
3	8 33	3 0 3-5	
4	11 33	3 0	
5	14 33 2-5	3 0 2-5	
6	17 33 3-5	3 0 1-2	
7	20 30	2 57 2-5	
8	23 28 4-5	2 58 1-5	
9	26 22 2-5	2 53 3-5	
10	29 19 2-5	2 57	
11	32 19 2-5	3 0	
12	35 15	2 55 3-5	
13	38 16	3 1	
14	41 26	3 10	
15	44 29 3-5	3 3 3-5	
16	47 26	2 56 2-5	
17	50 22	2 56	
18	53 20	2 58	
19	56 15	2 55	
20	59 6 3-5	2 51 3-5	

Total distance completed in the hour, 20 miles 560 yards.

For reference and comparison we append Cortis' record:

MLS.	M. S.	MLS.	M. S.
1	3 0	11	32 30
2	5 52 1-5	12	35 30 4-5
3	8 51 4-5	13	38 35 4-5
4	11 46 1-5	14	41 36
5	14 40 2-5	15	44 37 2-5
6	17 37	16	47 37 1-5
7	20 32	17	50 32 2-5
8	23 31 1-5	18	53 27 2-5
9	26 31 2-5	19	56 22 3-5
10	29 30 2-5	20	59 20 1-5

Total distance completed in the hour, 20 miles 325 yards.

Needless to say, the utmost enthusiasm reigned supreme at the close of this magnificent performance.

THE BOSTON TOURNAMENT.

The first day of the cycling tournament on the Union grounds opened yesterday most unpropitiously, as the rain descending shortly after the commencement of the races necessitated the postponement of all but three of the events. With pleasant weather to-day and to-morrow, however, there is every reason to suppose that the meet will, after all, prove a financial success, as the many who were unable to be present yesterday on account of the rain will not fail to swell the attendance to-day and to-morrow. Of the success of the tournament in other respects there can be no question. The list of entries includes the fastest riders in the world, and the varying success they have met at Springfield and New Haven means some exciting contests here.

The three events that were run to-day proved of great interest, and were exceedingly closely contested. The events postponed from yesterday will be decided next Monday afternoon, to-morrow and Saturday's programmes remaining as originally announced. The spectators present yesterday were all given checks, which will admit them to the races Monday.

THE HALF-MILE DASH.

The first event yesterday was the half-mile dash, in which the men facing the starter were: D. E. Hunter, Beverly; A. Millard,

Providence; C. S. Whitney, Boston; and S. Sellers, London, Eng. Whitney and Hunter led the start, but Sellers soon went to the fore and, setting a splendid pace, was soon a number of yards to the good. Millard bent the crank of his machine on the first lap, and was forced to retire. Whitney and Hunter made a lively struggle for second place on the last lap, it then being evident that Sellers would take first prize. Hunter finally got second place, and Whitney came in third; time, 1m. 32 1/2s. The prizes were: First, a silver cup, value \$50; second prize, a silver cigar box, value \$25; third prize, a silver vase, value, \$15.

THE THREE-MILE OPEN RACE.

The second event was a three mile open race, and had as starters: H. W. Gaskell, London, Eng.; D. E. Hunter, Beverly; A. Millard, Providence; C. F. Haven, Boston. At the start, and for the first few laps, the order of the men was: Millard, Gaskell, Hunter, and Haven. On the fifth lap Hunter and Gaskell had a lively spurt for first position, Gaskell securing it and covering the mile first in 3m. 30 1/2s. On the next lap Millard had some further trouble with his machine and retired. Gaskell led to the finish of the second mile, when Haven spurted from the rear to first place. He retained the lead for two laps, but was then forced to give way to Hunter and Gaskell, both of whom spurted by him, Hunter being in the van. For two laps Hunter held his place, but then the superior training of the Englishman began to tell itself, and despite a gallant struggle by Hunter, Gaskell forged to the front, and on the last lap spurted away from him, and finished with a good lead. Hunter came in second, an equal distance ahead of Haven. Gaskell's time for two miles was 7.13; for three miles, 10.37 3/4. First prize, silver tea set, \$75; second prize, fruit stand, \$40; third prize, toilet set, \$15.

ONE-MILE RACE FOR BOSTON RIDERS.

The third event was a one-mile race, open only to Boston riders. F. S. Bryant, C. S. Whitney, and T. Rothe appeared as starters, the latter taking the lead, with Bryant following. Whitney soon got into second place, and in two laps took the lead. Rothe several times tried to pass him, but without success. On the last lap Bryant showed up well, spurted by Rothe, and began to draw near Whitney who was well in the front. Crossing the scratch Whitney was first, Bryant second, and Rothe third; time, 3.39 1/2. The prizes were: First, a repousse tilting water set, \$75; second, umbrella stand, \$40; third, a fruit stand, \$25.

This ended the races of the day, as the rain continued to fall too heavily to warrant prolonging the programme. The officials were as follows: Referee, Abbott Bassett, *Bicycling World*; judges, C. L. Clark, Boston Club; F. A. Prodder, Cleveland Bicycle Club, A. D. Peck, Jr., Boston Ramblers Club; and W. E. Gilman, Boston Club.

The weather yesterday was as fair and favorable for the success of the bicycling tournament on the Union Athletic grounds as it was wet and discouraging the day previous. The track was also in a better condition, and everything pointed to a successful meet. As far as the races were concerned, they were all that could be desired, but the attendance was not what was expected. It is probable, however, that the people were sav-

ing themselves for to-day, and this afternoon will turn out in force. This is to be the grand day of the tournament, as the events will be more numerous, the prizes more valuable, and the number of flyers entered far greater than on the two preceding days. The races yesterday were decidedly the best ever witnessed in this city, and, although no fast time was made, the events, with one exception, were all closely contested, and awakened much enthusiasm. It was a noticeable fact that none but "flyers" started in any of the events, and they were, therefore, devoid of the ridiculous element which not infrequently characterizes a bicycle race where inferior riders compete. A portion of the prizes are now on exhibition in the windows of Wright & Ditson's store on Washington street.

TWO-MILE OPEN RACE.

The first event was a two-mile straight-away race, open to all amateurs. The following men appeared as starters: R. Chambers, Manchester, Eng.; H. W. Gaskell, London, Eng.; A. Millard, Providence, R. I.; G. B. Graves, Cambridgeport; C. H. Parsons, Springfield. The field was as fast and evenly matched as has ever been seen. Chambers is the present amateur champion of England, while Gaskell is considered nearly his equal. Parsons is the Springfield flyer who first came into prominence at Hartford, and who since then has made such lively time. Millard has frequently raced in Boston before and is a great favorite. When the pistol was fired Chambers and Gaskell went to the fore, Chambers having the pole. Before the finish of the first lap Gaskell got well in front and the men crossed the line in the following order: Gaskell, Chambers, Graves, Parsons. In another lap Parsons got into third place. After two more laps Graves had some trouble with his machine and was forced to dismount. He remounted again, but was then so far behind as to be practically out of the race. On the last lap of the first mile Millard spurred for the lead, but Gaskell proved too much for him and made the mile first in 3 minutes $34\frac{1}{2}$ seconds. Millard came across second, Chambers third, Parsons fourth, and Graves fifth. For the next four laps no change was made in the position of the men, except that on the ninth lap Graves retired. On the tenth lap Chambers, who had been riding third, spurred into second place and hurried after Gaskell, who had the lead. He came to his side, and Parsons coming to the side of Millard, the men rode a lap in double file close together. On the last lap the men all exerted themselves to the utmost, but stuck closely together until the last quarter, when Gaskell took the lead and came across the scratch first, Chambers second, Parsons third, and Millard fourth. The time for the first mile was 3 minutes $34\frac{1}{2}$ seconds, and for the two miles 6 minutes $57\frac{1}{4}$ seconds. The prizes were: First, a gold-plated epergne, \$60; second, a cup, \$30; third, a gold and silver inkstand, \$15.

TWO-MILE RACE, 6.50 CLASS.

This event was open only to riders who had, up to the time of entering, never made a mile in less time than 6 minutes 50 seconds. The men appearing as starters were: Charles E. Tracy, Waltham; George E. Cain, Lynn; F. A. Bickford, Somerville; D. Edgar Hunter, Beverly; J. C. Lewis, Hartford. Tracy was started behind the others, as the track was not wide enough to permit all to start abreast. Hunter at once went to the front, and, despite the struggles of the other riders, retained it for most of the time throughout the race. The rest of the men were in a bunch for the first lap and then strung out, Hunter leading, Cain second, and then Bickford, Parsons, and Lewis. On the next lap Tracy, who had been riding in the rear, spurred up the line and tried for first place, but was forced to be content with second. From now on the struggle for the lead was alternately made by Cain, Tracy, and Bickford, but Hunter well maintained his place. Finishing the first mile, the men came in thus: Hunter, Tracy, Bickford, Cain, and Lewis. The next lap Bickford, by a grand spurt, secured the lead and then held it for a lap. Two more laps found the Waltham man, who had done so well in the first mile, far in the rear, without a chance for a prize. At the beginning of the final lap Bickford had the lead, but Hunter flew by and gained upon him as he pleased. Parsons had been riding in fourth place until the bell rang, when he woke up, got into third position and went after Bickford at a gait that promised well for

second place. The former, however, had too much of a lead, and the race was finished with Hunter first, Bickford second, Parsons third, Cain fourth, and Tracy fifth. Parsons would undoubtedly have done much better, but he was feeling sick and quite out of condition to ride. The time was as follows: First mile, 3.30; second, 6.50 $\frac{1}{2}$. The prizes were: First, a decorated card table, \$60; second, a gold and silver lamp, \$30; third, a vase, \$15.

ONE MILE RACE.

There was a large list of entries for this race, but only R. Chambers, H. W. Gaskell, and A. Millard appeared as starters. The two Englishmen had things practically their own way from the start, although Millard rode a game race. Chambers had the pole at the start, and set out with the lead. The next lap Millard gave him a lively brush for the lead, and, both spurring, they were soon an eighth of a lap ahead of Gaskell. This did not seem to worry the Englishman in the least, as he pedaled serenely alone at his even gait, feeling confident that when the time came his powers would bring him to the front. That the old racer was not far in the wrong was soon proven, for on the third lap Millard fell into second place, and continued to get nearer Gaskell, until on the fifth lap the latter passed him, and, settling himself down his work, flew after Chambers; but the latter to had a good lead, and succeeded in getting across the scratch a half second ahead of Gaskell, who took second place, Millard coming in third. The time was 3m. 17s. and 3m. 17 $\frac{1}{2}$ s. The prizes: First, a cup, \$50; second, a fruit stand, \$25.

THREE-MILE PROFESSIONAL RECORD RACE.

This race was expected to have among its starters John Prince, the American champion, but although the latter was on the grounds, he failed to come to time. The general impression seemed to be that he was afraid of Woodside, who has quite a reputation as a winner of record races. The conditions under which the race was run was somewhat complicated, or at least so claim the contestants, who state that they did not understand them. It was their own fault, however, for they were plainly stated by the starter, who said that the man finishing first at the completion of each lap would be awarded the prize. The rules of the race are perhaps somewhat weak, and in the record races which are to be run to-day the first prize will be awarded to the one who wins the greatest number of laps, while the second and third prizes will be contested for as in any ordinary race.

The starters in the three-mile professional record race yesterday were: William M. Woodside, Chicago; C. W. Ashinger, Eaton, O.; R. A. Neilson, Boston; R. James, London, Eng.; and C. J. Young, Boston. Young received a good start, and riding for all he was worth held the lead for two laps, when Woodside came up and, taking the lead, held it from then on to the finish, constantly increasing his lead to the last lap, when he finished a lap ahead of the others. James, Young, and Neilson made an exciting race for the second place, James, however, retaining it almost all the time. Finishing the race, the men came in: Woodside, James, Neilson, Young, Ashinger. The first prize, \$75, was given to Woodside; the second, \$35, to Young; and the third, \$20, to James. James thought that he should have the second prize, as he finished ahead of Young on all but the first two laps. According to the rules, however, Young having won two laps and James not any, Young was entitled to the prize he received. Woodside's time was: First mile, 3.13 $\frac{1}{2}$; two miles, 6.35; three miles, 9.58 $\frac{1}{2}$.

TWENTY-MILE RACE.

The last event was a twenty-mile race for the \$1,500 Columbia prize cup, offered by the Pope Manufacturing Company, and had but two competitors, D. Edgar Hunter and J. C. Lewis, of Hartford. The cup is of an elegant design in the form of a solid silver horn, resting on a bronze pedestal, and steadied by two dragon's legs, the whole standing about fifteen inches high. It is decidedly the most costly and beautiful work of art ever presented for a prize in a cycling contest. It is now on exhibition in the windows of J. B. Barnaby's clothing store. The conditions under which the cup is run for are that it must be won three times before it becomes the personal property of the winner, unless some one should win the cup by covering twenty miles inside of one hour,

when it at once becomes the winner's property. Only American riders are allowed to compete for it. In addition to the cup a gold medal is presented to the winner, which is "his to keep." Twenty-mile races are never very interesting, and the race yesterday was not even up to the average, for Hunter is such a superior rider to Lewis that there could not be the slightest question from the start as to who would win the race. Hunter had such an easy victory that he gained more than a mile on his competitor before the finish of the race. This is the third time the cup has been run for. It was won at Cleveland during August by C. R. Harris in 1h. 27m., and at Philadelphia a few weeks since by Edward Kohler, in 1h. 23m. Hunter's time yesterday was 1h. 20m. 58s., which is much faster than the others. Should Hunter follow up the cup there is every reason to suppose that he would finally win it. The time for each mile was as follows:

TIME.			
Miles.	M. S.	Miles.	H. M. S.
1	03 56	11	0 43 51
2	07 35	12	0 48 09
3	11 10	13	0 52 39
4	14 54	14	0 56 14
5	19 05	15	1 00 12
6	23 16	16	1 04 29
7	27 20	17	1 08 56
8	31 32	18	1 13 04
9	35 42	19	1 17 20
10	39 46	20	1 20 58

The bicycle racing on the Union Athletic grounds yesterday was even more interesting and the time better than on any previous day of the tournament, but the attendance was little increased. It is hard to say what the reason of the small attendance is, unless it be that the Boston people do not care to go to a race where no fast time is likely to be made. The track on the Union grounds is not at all adapted to record breaking. The very best riders in the country, if not in the world, have competed in these races, and the events have all been well worth witnessing.

ONE-MILE PROFESSIONAL RACE.

The racing began with a one-mile professional race, open only to riders residing in Boston, three starters appearing—C. J. Young, R. A. Neilson, and George Harrison. At the report of the pistol Young shot ahead. Neilson and Harrison riding side by side. Before the lap was completed Harrison began to fall to the rear, but Neilson stuck well to Young's little wheel. Two laps more found Neilson still tagging Young, with Harrison a third of a lap to the bad. No change in position was made until the last lap was entered upon, when Neilson drew up beside Young, and in this position rode three-quarters of the distance around the track, the friends of the two contestants loudly calling out for them to "go on." They both did their best, but Neilson's "go on" proved the faster, for twenty yards from the finish he passed Young and came in a few feet ahead, Young finishing so close a second that it was impossible to note the difference in time. Neilson's time was 3 minutes 18 $\frac{1}{4}$ seconds. Harrison finished a lap behind. The prizes were \$30 to first, and \$15 to second.

THREE-MILE RECORD RACE.

The second event was a three-mile "record race," and it proved to be the most interesting event of the day. The system of running these so-called record races was somewhat different from that of the previous day. Yesterday the prizes were awarded according to the number of "points" each rider secured. As there were five starters, the man who crossed the line first at the completion of each lap was credited with five points, the second man with four points, and so on, the last man to receive one point. This system gave great satisfaction and promises to become the one most generally adopted. According to the old system, a man might win a couple of laps and then retire, but by this he is obliged to ride the full distance, and do his best throughout. Such a race is a great strain on the riders, but makes things much more interesting for the spectators.

The starters yesterday were: R. Chambers, of Manchester, Eng.; H. W. Gaskell, London, Eng.; D. Edgar Hunter, Beverly; A. Millard, Providence, and C. F. Haven, Newton.

Taking the lead at once, Haven held it for the first lap, Hunter pressing him closely,

Chambers, Gaskell, and Millard following in order. The next lap Gaskell went by Chambers and took third place. On the third lap he crawled up beside Haven, who still had the lead, and before the tape was reached passed him. The completion of the first mile found the men riding in this order: Gaskell, Hunter, Haven, Chambers, and Millard. The next lap, Millard, who had done some frequent and lively spurring during the early part of the race, retired. Until the ninth lap the positions of the men remained about the same. Then Gaskell, who was leading, with Hunter close at hand, took a bad header, falling across the track in front of Hunter and Chambers, who both, however, succeeded in getting by all right. Gaskell claimed that Hunter ran into him, and the judges subsequently allowed the claim. Chambers succeeded in passing Hunter before the tenth lap was made, and then held the lead to the thirteenth lap, when Hunter got in front for a lap, but then fell back, leaving Chambers to retain the lead to the finish. Haven retired from the race after ten laps, Millard retired on his seventh. Gaskell pluckily remounted after his fall, and riding at a rapid rate passed Hunter, but could not catch Chambers before the finish. Chambers came in first, Gaskell second, and Hunter third. The points scored by the men were: Hunter, 69; Gaskell, 65, and Chambers, 64. Hunter would have received first prize, but as the judges disqualified him on account of a foul the first prize was given to Gaskell, the second to Chambers, and the third to Haven. The time was as follows: One mile, Gaskell, 3.16; two miles, Chambers, 6.45; three miles, Chambers, 10.19 $\frac{3}{4}$; Gaskell's time, 10.20 $\frac{1}{2}$. The prizes were: First, a gold-plated tea set, \$100; second, a hammered silver mirror, \$65; third, a silver coffee urn, \$30.

TANDEM BICYCLE RACE.

The one-mile race for tandem bicycles was the best race of the kind ever witnessed here. W. C. Stahl and R. F. Stal, of Boston; F. E. Bryant and partner, of Boston, and W. H. Chase and C. A. Joslyn, of Leominster, appeared as starters. The Leominster men took the lead, Stahl second, and Bryant third. Before the lap was finished Bryant and his partner ran their tandem into the fence and then retired from the race. Every one felt confident that the Stahls would win, and the Stahls evidently thought so, too, for until the last lap they did not attempt to go the front. Then they spurred nobly, and the race around the track was one of the prettiest of the day; but the Leominster's double proved too much for the Boston men, and finished a foot ahead. Time: 3.28. The prizes were: First, two prize cups, \$50; second, two vases, \$25.

THE TRICYCLE RACE.

Owing to lack of starters, the two-mile tricycle race proved of little interest. The only competitors were Dr. E. B. Dudley, of Boston, and R. Chambers, of Manchester, Eng. C. F. Haven started, but retired after riding one lap. From start to finish Chambers held the lead, and won easily in 8 minutes 17 seconds; Dudley second, in 8 minutes 20 seconds. The prizes were: First, an old silver plaque, \$65; second, toilet set, \$30.

HAVEN BEATS GASKELL.

The half-mile dash was a pretty race, and was probably the most satisfactory of any to the spectators, as the Englishmen were for the first time beaten by an American rider. The starters were C. F. Haven, of Newton; H. W. Gaskell, of London; D. E. Hunter, of Beverly; George E. Cain, of Lynn, and J. E. Corbett, of Whitehall, N. Y. Haven got the lead at the start, and set out at a good pace, not once slackening it to the finish, when he came in first several lengths ahead of Gaskell. The race was a surprise to every one, as it was not thought Haven was so good a man. Gaskell and Hunter spurred their best but could not catch the young American, who, after the race, received as great an ovation as the crowd assembled was capable of giving. Haven is one of the best riders in the country, but lacks confidence in himself. The time was 1 minute 33 seconds. Gaskell took the second prize, Hunter third, and Cain fourth. The prizes were: First, a gold and silver lamp, \$50; second, old copper plaque, \$25; third, a gold-plated fruit stand, \$15.

A RACE WITH HANDS OFF.

The one-mile race with hands off turned out another victory for America. The only

starters were Cain, of Lynn, and Gaskell, of London. Gaskell was evidently not used to racing with his hands off, for from the start Cain rapidly drew away from him, and, gaining continually, finished a lap ahead. The time was 3 minutes 48½ seconds and 4 minutes 46½ seconds. The prizes were: First, old silver buffalo hunt, \$40; second, pair gold candlesticks, \$20.

FIVE-MILE RECORD RACE.

Only three starters out of eighteen entries appeared for this event. They were R. Chambers, H. W. Gaskell, and D. E. Hunter. Cain of Lynn rode a lap and then retired. The race was a hotly contested one, and was practically between Chambers and Gaskell. For the first four laps the order was: Chambers, Hunter, Gaskell. Then Hunter dropped to the rear, and Chambers had hard work for the rest of the way. First one man would lead, then the other. For a good portion of the time they rode side by side, and crossing the tape it was not infrequently hard to tell who had won the lap. Chambers succeeded in taking all the laps of the first mile, two of the second, five of the third, two of the fourth, and four of the fifth. By this he of course won first prize, the magnificent silver cup, now on exhibition in the windows of Barnaby's clothing store. Hunter came in a lap behind. The points awarded were: Chambers, 111; Gaskell, 96; Hunter, 64.

SUMMARY.

Five-mile record race—First prize, gold and silver prize cup, \$300; second prize, gold and silver prize cup, \$150; third prize, gold and silver tilting water set, \$50.

Miles.	Leader.	Time.
1	R. Chambers	3 18
2	H. W. Gaskell	5 54
3	R. Chambers	10 32½
4	H. W. Gaskell	14 11
5	H. W. Gaskell	17 41

FIVE-MILE PROFESSIONAL RACE.

The final event was a five-mile race, open to all professional riders. Although it was close and exciting, it did not result very satisfactory, as a foul was claimed by Prince against Woodside, and allowed by the judges. The starters were C. W. Ashinger, of Eaton, O.; William M. Woodside, of Chicago, and John S. Prince, of Washington, D. C.

The races which were to have been run on the Boston Union Athletic grounds last Thursday, the first day of the three days' cycling tournament, but which were necessarily postponed on account of the rain, were run yesterday afternoon. The attendance was no better than the previous days, but the races were the best of the tournament. Through a lack of entries, two of the events were withdrawn, but those that were run were all closely contested, and awakened much enthusiasm among the spectators. The track, which has steadily improved on each succeeding day, was yesterday in a fair condition, and the times made were not at all bad.

In the mile amateur record race the best previous time ever made on the track was lowered by several seconds. The two mile race witnessed the second defeat of the Englishmen. It is but fair to them, however, to say that the machines they rode were not suited to the track. They were so light and the tires were so small that the wheels would sink into the soft track. Hunter's victory, of course, pleased the spectators greatly, but they were generous in their praise of the foreigners. The two Englishmen, Gaskell and Chambers, have proved themselves to be thorough gentlemen, and have thus won the respect and friendship of all who have met them. Of Sellers and one or two of the professionals the less said the better.

The tournament has proved a financial failure, but otherwise a complete success. The prizes, of which there are several thousand dollars' worth, will be awarded to the successful competitors to-day. The officials in charge of the races have done their work in a way deserving of much praise, and have shown themselves thoroughly competent to discharge their duties.

TWO-MILE RACE.

The first of the postponed events was a two-mile straightaway race. The men who appeared were R. Chambers, Manchester, Eng.; H. W. Gaskell, London; D. E. Hunter, Beverly, and George E. Cain, Lynn.

The men had positions on the line in the order named. They kept well together until rounding the turn, when they strung out and finished the first lap with Chambers leading, and Cain, Gaskell, and Hunter following. The position remained the same for three laps, when Hunter went from rear position to third place, and in the next lap slipped in behind Gaskell. On the fourth lap Cain retired. Hunter took second place on the fifth lap, but was soon passed by Gaskell, who in three more laps wrestled the lead from Chambers, and retained it to the last lap. Until then Hunter was content with rear position, but as the bell rang he let himself out, and fairly flew by both the Englishmen, gaining constantly on them to the finish, when he came in several lengths ahead of Gaskell, who finished an equal distance in front of Chambers. Hunter's reception was the most enthusiastic of the meet, and he even received applause from the board of judges. Hunter's time was 6.44; Gaskell, 6.45. Chambers made the first mile in 3.22. The prizes were: First, silver and gold cup, \$60; second, an ice pitcher, \$30; third, an old copper cigar box, \$15.

ONE-MILE TRICYCLE RACE.

The next event on the programme, a one-mile tricycle race, was withdrawn on account of a lack of starters.

FIVE-MILE RACE.

The second event was the prettiest of the day, and brought out as starters R. Chambers, H. W. Gaskell, D. E. Hunter, and A. Millard, the latter of Providence, R. I. Taking the lead at once, Chambers kept ahead for three laps. Gaskell, Hunter, and Millard followed in that order. On the fourth lap Gaskell pushed himself to the fore, and, despite a number of lively spurts on the part of Chambers, held it to the completion of the seventh lap, when Chambers got in front. Millard now crawled up to second place. Gaskell began slowly to drop to the rear until, at the sixteenth lap, he was more than an eighth of a circuit to the bad. The next lap he began to wake up, and the finish of the third mile found him in second place, close behind Hunter, who had taken the lead from Gaskell on the seventeenth lap. The positions of the men remained the same to the finish of the nineteenth lap, when Gaskell went up and made the going for four laps. Hunter then relieved him, and set the pace for the beginning of the last lap. Gaskell had again fallen far to the rear, while Hunter, Millard, and Chambers were close together. Millard made a grand spurt in the first turn of the final lap and sped by Hunter. Chambers made a better one, however, and at the half went by him and finished first with a good lead. Millard had such a good lead for second place that the chances of the favorite looked rather slim. But Hunter put on one of his splendid spurts and on the last turn caught up with Millard and came across the lines with the handle-bars of his machine overlapping those of the one ridden by Millard. Every one thought it a dead heat, but the judges decided it in favor of Hunter, taking into consideration a protest of wild riding entered against Millard by Hunter. Gaskell finished a bad fourth.

Summary.

Five-mile open—First prize, silver and gold prize cup, \$150; second prize, gold-plated tea set, \$75; third prize, old copper buffalo hunt, \$30.

Miles.	Leader.	Time.
1	H. W. Gaskell	3 45½
2	H. W. Gaskell	7 06½
3	D. E. Hunter	11 51
4	D. E. Hunter	14 27½
5	R. Chambers	17 55

ONE-MILE 2.35 CLASS RACE.

This event had as starters J. E. Corbett, Whitehall, N. Y.; C. E. Tracy, Waltham; George E. Cain, Lynn; F. A. Bickford, Somerville; G. B. Graves, Cambridgeport. The race was a pretty one from the start, the men holding well together, with Bickford and Cain alternating for the lead. On the last lap it looked like Cain's race, but fifty feet from the finish he lost his pedals and was passed by Bickford. Cain took second place, Tracy third, and Graves fourth. Corbett retired early in the race. Bickford's time was 3.15½; Cain's, 3.16. The prizes were: First, a gold vase, \$50; second, a fruit stand, \$25; third, a vase, \$15.

ONE-MILE RECORD RACE.

This event had but three starters, R. Chambers, H. W. Gaskell, and A. Millard. As in the record races of Saturday, the awards were made on the "points" system. Millard, by doing some good work in the early part of the race, placed two laps to his credit and took the second place on the third lap. This ensured him second prize. Gaskell led on the third lap and thereafter to the finish, Chambers holding second. Gaskell was credited with 16 points, Millard 11, and Chambers 9; time, 3.20. The prizes were: First, a cup, \$60; second, an old copper cigar box, \$30.

ONE-MILE PROFESSIONAL RACE.

This event proved the final of the tournament, for, owing to lack of entries, the consolation race was not run. The starters were C. W. Ashinger, Eaton, O.; R. A. Neilson, Boston; C. J. Young, Boston; R. James, London; William M. Woodside, Chicago, Ill. Woodside got a poor start, and it was two laps before he could get up to the front. On the third lap he came to the side of James, who had made the pace thus far, and from there on the race was a hot one between the two, James keeping the lead, but with Woodside close beside him. The fifth lap found the men riding James, Woodside, Neilson, Young, and Ashinger. Immediately on finishing this lap, however, Neilson, who was a favorite for third money, took a "header," and was thus out of the race. On the last quarter of the final lap Woodside had a slight lead, but as James had the pole he succeeded in crawling ahead and winning by a few inches; Woodside was second and Young a close third. The time was 3 minutes 9½ seconds, which is the best ever made on that track. The prizes were \$50, \$25, and \$15.

LEAGUE OF ESSEX CO. WHEELMEN.

At the tournament of the league of Essex County Wheelmen at Lawrence riding park Saturday, Sept. 27th, the bicycle clubs of Salem, Lynn, Beverly, and Amesbury were present, besides several wheelmen from other places. There were present in all eighty wheelmen, including the Lawrence Club. The races commenced at 3.20 P. M.

The first race, half miles, best two in three heats, for gold medals valued at \$12 and \$8, was won by W. B. Segur of Andover—time, 1.36, 1.34; W. A. Rowe, of Beverly, second—time, 1.37, 1.35.

The second race, one mile, best two in three heats, for gold medals valued at \$15 and \$10, was won by F. P. Ingalls, of Salem—time, 3.14½, 3.22½; Charles E. Whitten, of Lynn, second—time, 3.29, 3.24½.

The three-mile record race, for gold medals valued at \$20 and \$10, was won by F. P. Ingalls of Salem—time, 12.05; William A. Rowe, of Salem, second—time, 12.15.

The half-mile ride-and-run race, first prize, ball pedals; second, Durycia saddle, was won by Charles E. Whitten, of Lynn; F. M. Downing, of North Andover, second.

The tug-of-war between the Lawrence and Salem clubs was won by the Salems.

During the mile race F. M. Downing, of North Andover, was thrown violently from his machine and rendered insensible. He was carried off the field, though his injuries are not dangerous. The races were witnessed by about 800 people.

WAVERLY FAIR RACES.

The annual races of N. Y. State Agricultural Society were run at Waverly Sept. 19. The track, a sixth of a mile dirt, was in bad condition, and could not have been less than a half a minute slow on the mile. Wenzell, of Smithville, rode a racer, and Willever's Star had a racing rim. All the other machines used were the ordinary roadsters. The Agricultural Society presented the prizes in the open two miles, the H. B. Smith Mfg. Co. those in the one mile open, and Zacharias & Smith those in the half-mile consolation. The E. W. and the N. J. W. offered championship medals in their races, and the Essex Bicycle Club's event was a scrub affair. The following is a summary of results:

Two-mile open amateur—Dr. Edwin Field, Monmouth Co. Wheelmen, Redbank, N. J., 1; time, 7.24 1-5; Geo. Wenzell, Star Bi.

cycle Club, Smithfield, N. J., 2; time, 7.27; J. C. Willever, N. J. Wheelmen, 3; time, 7.58½. Field trailed for a mile, and then passed his man after a good fight.

One-mile championship of Elizabeth Wheelmen—H. Floy, 1; time, 3.40 4-5; A. S. Roorbach, 2; time, 3.46½; G. B. Morrell, 3; time, 3.51; L. B. Bonnett, 4; by a foot; A. S. Brown, 5; W. W. Farlin, 6; H. T. Alexander, 7. Farlin fell on the start, and the men were called back. On the second attempt Floy took the lead on the first lap and was never headed. Roorbach trailed for a half a mile and then passed all but the winner. Floy and Roorbach rode Stars, and Bonnett and Morrell 48-inch Standard Columbias.

One-mile, for Essex Bicycle Club—A. Geming, 1; time, 3.50; E. C. Harris, 2; S. H. Sargeant, 3. Harris fell in first lap, but mounted again. Sergeant stopped on fifth lap.

One-mile championship of New Jersey Wheelmen—J. C. Willever, 1; time, 3.45; A. O. Lemeris, 2; time, 3.57½; R. M. Sanger, 3; V. Hesse, 4; J. S. Dustan, 5; W. Gerry, 6. Won hands down.

One-mile open amateur—Geo. Wenzell, S. B. C., 1; time, 3.35½; Edwin Field, M. W., 2; time, 3.36½; A. Hemming, Hudson Co. W., 3. A good race between the first two all the way.

Half-mile consolation—G. B. Morrell, E. W., 1; time, 1.43; V. Herse, N. J. W., 2; R. M. Sanger, N. J. W., 3; J. S. Dustan, N. J. W., 4. Morrell, a boy of 14, raced right away from the others, though he rode but a 48-inch Standard Columbia, and won by fifty yards.

The races were witnessed by several thousand people, and gave the bicyclers of Newark, Orange, and Elizabeth a good afternoon's sport. About sixty wheels paraded after the races.

The following were the officers of the day:

Referee, Dr. G. Carleton Brown; Chief Consul, N. J. Division L. A. W.

Judges: Dr. Edwin Field, Monmouth Wheelmen; W. H. Parsons, New Jersey Wheelmen; W. T. Harris, Essex Bicycle Club.

Clerk of the Course, Dr. Elliott W. Johnson, Hudson Co. Wheelmen.

Starter, J. C. Wetmore, Elizabeth Wheelmen.

Timers: D. B. Bonnett, Elizabeth Athletic Club; Nate Seaver, Essex Bicycle Club; Charles Smith, New Jersey Wheelmen.

Scorer, A. C. Voorhees, New Brunswick Wheelmen. JONAH.

TROY CLUB RACES.

Our annual races, held at Rensselaer Park, Sept. 25th, proved a decided success.

First race, two miles, for championship of Renss Co., won by T. B. Collins; time, 7.43.

Second Race, one mile in heats, won by T. B. Collins—time, 4.4½; J. Wilson, second—time, 4.05.

Third race, one half mile dash for novice, won by J. Wood, Jr.; time, 1.48½.

Fourth race, second heat of one mile race, won by Kavanagh, Cohoes; time, 3.19.

Fifth race, three miles championship, T. B. C., won by G. R. Collins, time, 12.08.

Sixth race, winners of the first and second heat, won by Kavanagh; time, 3.18½.

Seventh race, one mile handicap, won by R. S. Coon; time, 3.43.

Eighth race, three miles, won by Ross, of Albany—time, 9.55; Kavanagh, second—time, 10.05.

L. HERMAN, Secy. Troy Bicycle Club.

BOSTON CLUB'S ROAD RACE.

The following is the route laid down for the 100-mile road race under the auspices of the Boston Bicycle Club, which will take place to-morrow: So. Natick, Bailey's Hotel, 6.30 A. M.; Wellesley, Grantville, Newton, West Newton (7 3-16m.), Watertown, Cambridge, Somerville, Medford (15½m.), Malden, Saugus, Lynn (25 15-16m.), Salem (32m.), Beverly, Wenham, Hamilton (40 7-8 m.), Ipswich, Rowley (48 27-32m.), to turning point (53 5-16m.). Capt. Louis R. Harrison will be at this point, and from there the route will be the same to Cambridge (94 1-32m.), Brighton, Brookline, and Beacon street to Chester Park, 100 miles. The finish will be at the Boston Club House, 87 Boylston street.



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PUBLISHER'S NOTICE.

In sending stamps please bear in mind that we cannot use other than the two or one cent issue. A one dollar bill is as safe as a postal note of that denomination, and more convenient to enclose and receive.

VOLUME VII.

In the fall of the year 1880 three enthusiastic, cyclers were sitting in the office of Wm. M. Wright, then located at 160 Fulton street. One was a practical printer, another a newspaper writer, and the third a business man. The talk was, as usual, about bicycling, which was then in a very infantile condition, and it finally drifted upon the subject of bicycling literature. The field at that time had been invaded by the *American Bicycling Journal*, which was bought out by Messrs. E. C. Hodges and Charles E. Pratt, the founder, Frank Weston also retaining an interest, and the name was changed to the *Bicycling World*. It appeared regularly as a bi-weekly paper, and under the able editorship of Charles E. Pratt became an interesting chronicle of the events of the day. Although the field was far from promising, the proposition to start a journal was snapped up at once, and our three worthies were soon racking their brains in search of a suitable title. Finally THE WHEEL was selected as a name, and although its style of heading has been changed twice, its present form has within the last two years become a familiar one to many thousands of readers among wheelmen. It started very modestly, being eight pages in size and printed in liberal sized type on white paper. The pages measured nine by twelve inches, and for the first two years it blossomed with varying success as a bi-weekly. The subscription price was then \$1.25 a year, exactly half that of the *World*, and it secured from the start many subscribers who have retained their names on its books to-day, and will doubtless remember with a smile the daring efforts of the would-be journalist.

Shortly after its fourth issue the associate editor was laid up for a long time, and his connection with its columns unavoidably ceased. Its business manager was obliged to leave the country, and the burden fell upon the practical printer, who has from that day to this controlled its columns.

Slowly but surely the paper grew in influ-

ence, drawing to its columns contributions from many well known wheelmen. It took an active interest in racing, and it is safe to say that its editor has attended more race meetings than any bicyclist in America. There is rarely any race within reasonable distance but what is reported from personal observation, rather than being dependent upon reports from the daily newspapers or correspondents.

On the fourth of October, 1882, the growing cause of cycling demanded that more time and attention be given it, and the paper was changed to a weekly with the publication office located at 22 New Church street, beginning its third volume with a new heading and on tinted paper. Occasional illustrations brightened its pages, and with its weekly appearance it became a strong competitor of its eastern contemporary, and soon acquired a formidable subscription list that represented almost every section of the country where the bicycle was known. In May, the following year, it became the "official organ" of the League of American Wheelmen, and did more to build up the League than anything that could be devised. The fact that the membership doubled that year is pretty conclusive proof that THE WHEEL had something to do with the figures. Last April it was decided to enlarge its form and alter the size of its pages, and the change has been a beneficial one to both readers and publishers, giving to the former more news, and to the latter more space for their advertising patronage.

THE WHEEL starts on its seventh volume as a firmly established representative of the cycling interests, and proposes to keep its high position that has only been obtained through four years of constant plodding labor.

The three days' cycling tournament held at Boston last week under the auspices of the Union Athletic Company proved, unfortunately, a complete financial failure. It is rather hard to understand why in so large a cycling center as Boston, a bicycle race meeting can not be made to pay. Of the many that have been held not one has awarded its promoters with any adequate return. It is either that the people do not take an interest in racing or that the meets thus far held have not been properly conducted. Many incline to the latter opinion. The races on the Union grounds were, it is true, gotten up at rather short notice, but they were managed quite properly and were fairly well advertised, although perhaps not quite as extensively as it should have been. The tracks were in wretched condition, which fact may have also tended towards the failure of the tournament. The contests, however, were all exceeding close and exciting and will compare favorably in that respect with any of the races held at Springfield. The competitors, too, were all that could be desired. The prizes were the most costly and elegant of any ever offered in cycling races, and it is a great wonder that so few riders tried to secure them. As it was, less than a half dozen men carried off nearly every one of them.

THE TWO AND FIVE MILE CHAMPIONSHIP.

The National Association of Amateur Athletes of America gave its annual games on the grounds of the Williamsburg Athletic Club, Brooklyn, last Saturday. The attendance was fair, upwards of two thousand people crowding the grand stand. The performances were rather tame, in no case was it particularly difficult to place the winner. On the programme was a two and five mile bicycle race, but the racing board of the L. A. W.

having withdrawn their sanction, it is extremely doubtful whether the events will be recognized as a "championship." The track, five laps to the mile, was in very poor condition. The cinder surface being not only rough but very much cut up with the spiked shoes when the bicycle races were reached.

The contestants were Lewis Hamilton, Wm. Wait, and A. B. Rich, who finished in the order named in both events, each winning a medal. The races were run under the athletic rules of the Association.

Hamilton won the two-mile race in 6m. 58s., with Wait second. The latter crossed the first mile in 3m. 31 2-5s. Rich was third by fifteen yards. Hamilton rode a waiting race and went to the front easily on the last lap.

The five-mile race was a repetition of the previous performance, Rich making the running at two miles, covering the distance in 7m. 22 1-5s. Three miles were covered in 11m. 55s., and then Hamilton went ahead, scoring four miles in 14m. 59 4-5s. He was never headed, but on the last lap Wait spurted handsomely and caught Hamilton on the last stretch, making a good race home about two feet behind him.

RACES OF THE YOUNGSTOWN BICYCLE CLUB.

These races were run on the half-mile trotting track of the Mahoning and Shenango Valley Fair Association, Sept. 24th and 25th.

FIRST DAY, SEPT. 24TH.

One half mile, open to all amateurs. Starters, with positions, were as follows: W. C. C. Gumfory, Frank McCay, W. L. Buechner, G. E. Thackray, all of Youngstown.

Gumfory at once took the lead, with Thackray second and McCay third. Buechner's saddle slipping, he was forced to retire.

The above order was maintained to the quarter pole, when McCay passed Thackray and went after the leader, but failed to reach him at the finish by three lengths, Thackray third, by four lengths. Time, 1.30 2-5; prize, a silver medal, value \$10.

SECOND DAY, SEPT. 25TH.

One mile, open to all amateurs; prize, gold medal, value \$25. The starters, with positions, were as follows: I. Grove, F. McCay, W. C. C. Gumfory, all of Youngstown.

Grove took the lead, with McCay and Gumfory close up, and this order was maintained to the three-quarter pole, when McCay attempted to pass the leader, but his wheel sticking in the mud he was thrown, while Gumfory fell on top of him. McCay picked up his wheel, and finding it uninjured started after Grove, who was waiting for him on the stretch, and raced him home, Grove winning by a length. Time, 4.08 2-5. Gumfory's wheel was disabled.

One-quarter mile dash, open. Starters, with positions: G. E. Thackray, W. L. Buechner, both of Youngstown. Thackray took the lead and kept it, winning by a length. Time, 43 1/2 seconds; prize, bronze medal, value \$5.

On the last day the track was very heavy with mud, with the exception of a narrow strip at the pole.

STRAIGHTAWAY TO THE DELAWARE WATER GAP.

Editor of the Wheel: From the matter which appears in the columns of THE WHEEL I infer that you deem that road guides is not the least of the paper's sphere of usefulness. Many of your readers, like me, no doubt delight rather to travel the comparatively unwheeled paths than to confine their tours to the easy highways, from which nature in her gentler aspects may be viewed without labor. For the benefit of those who may wish to make somewhat of a rough and tumble tour, without going far from New York to reach it, I send a few road notes of a trip over a route very little traveled by wheelmen, and of which I have seen no description in the cycling papers. I know of no three or four days' tours near the metropolis which will afford me a greater variety of beautiful farm land views and more constantly changing mountain scenery than the round run between Elizabeth or Newark and the Delaware Water Gap. My journey was mainly a business one, my object being to get a dozen or so of sketches to work up in my studio in the winter, so I allowed myself four days, that I might not be at all hurried or fatigued in my painting. Capt. Meade, of the Essex Club,

very kindly gave me a somewhat easier though longer route, which he had obtained from a friend who had made the journey in a carriage; but I decided that, as I had plenty of time, I might be repaid from an artist's point of view if I took the straightaway cut across the mountains. What might have been my reward by his line I know not, but with that from my own I was well satisfied.

"Jonah," the Secretary of the Elizabeth Wheelmen, my club, had offered to keep off the lonely demon as far as Morristown, before I was left to the consolation of my bugle, my sketch book, and lovely Nature. We left the Elizabeth city limits on the Morris turnpike at 7 A. M., on Friday, August 15th. The day promised to be a scorcher, and it kept its promise. What follows is taken from my note book, and as to distances and character of road can be relied on, though the latter will, of course, vary greatly with the season and weather.

To Springfield, distance 5 1/2 miles. One mile good side path, 3 1/2 m. rideable; side path and road, with two short sandy hills up which to walk. Rest of way excellent cinder side path. Keep on Morris turnpike not turning to Milburn at church corner, at Springfield, thus saving a mile.

To Chatham, distance 4 1/2 m., total 10 m. Good cinder path to corner of Milburn and Morris pikes. Half mile of rideable path and road. One mile rough sandy walk up Short Hills to gorge bridge on the summit. One mile rough coast and ride to beginning of broad side path at Chatham. Coast with care down this slope.

To Madison, distance 2 1/2 m., total 12 1/2 m. Fine rolling road and side path up and down with easy grades.

To Morristown (U. S. Hotel), distance 5 m., total 17 1/2 m. Same as to Madison except that road is better and less rolling.

Three hours and a half easy riding from start, at a slow pace. Said "Good bye" to Jonah. Heard terrible stories of the road but started on resolved to take my ease.

To Walnut Grove (called by inhabitants, Mt. Freedom), distance 5 1/2 m., total 23 m. Mile and a half of good road, with two fine coasts. The rest all hard ride and walk at short intervals. Took an hour's rest to enjoy the scenery.

To Suckasunny, distance 7 m., total 30 m. Rideable for two miles. Slight down grade. Four miles of pitch, tumble, rough down grade, very little of which was rideable even by one disposed to be reckless. Three quarters of a mile of one road that no bike, trike, or Star could ever ride. Then one mile of good road and side path into Suckasunny. Rested here.

To Flanders, distance 4 m., total 34 m. First mile fine level side path. Rest good, fairly level road with some sandy spots. Some of the most beautiful scenery of the whole route found here.

To Hackettstown, distance 7 m., total 41 m. To Bartleyville (1 m.) road good, grade quite level. To Drakestown (4 m.). Half of road through highly picturesque winding gorge up grade. Road most of the way easy, with here and there stony water courses. To Hackettstown. Road good, with a slope down hill of one mile, safe riding only for insured wheelmen or those with no ties of family or affection. Very steep after this, with deceptive "thank-you-ma'ams" at short intervals.

To Vienna, distance 5 m., total 46 m. First two miles all up and down, walking and climbing, but almost all too steep for riding without wasting a great deal of strength. Wind up, one mile of very fast coasting into Vienna.

To Danville, distance 1 m., total 47 m. Good road, tolerably level. Arrived here at 7.30 P. M., and rested for the night. Started on my journey at 7.15 the next morning.

To Hope, distance 5 m., total 52 m. Jenny Jump Mt. to be crossed by 2 1/2 m. walking up hard hills of ore road. Rest tolerably good up and down road, with 3/4 m. of hair raising coast. Bad washout at bottom of hill. Dismount before reaching. Rested here 40 min. for sketches and repairs.

To Mt. Hermon, distance 2 m., total 54 m., loitered along road with many stops. Rested 1 h. here.

To Columbia, through Centreville and Knowlton, distance 5 m., total 59 m. Good and bad. Hills tough to coast or climb. Twenty minutes rest on road to sketch.

To Water Gap Ferry, distance 6 m., total 65 m. Waded almost the whole distance through sand, not riding more than half a mile. Arrived at journey's end at 2 P. M.

A description of the scenery and attractions of the Gap is foreign to the object of this leaf of road guide. Suffice it to say that this region is well worth the visit of the tourist and student of nature, though its resources in the way of amusement do not appear to have been fully developed by the hotel owners. Immediately around the Gap there is really no wheeling, though to the north there are some rideable roads. Spent a delightful day and a half in walking, rowing, and sketching, and started for Elizabeth Monday, August 18, at 6.52 A. M., with the intention of rushing things a little and reaching Elizabeth the same day, which I succeeded in doing without a very great strain, in spite of the prophecies to the contrary by the "oldest inhabitants," who witnessed my start from the Kittatinny House.

Give a few leaves from my note book of my ride home, as I varied my route a little, and as for bicycling purposes, a full description of a mountain road requires a description of it each way.

Arrived at Portland at 8.20 A. M., time 1.28, distance 6 m. Took west side of river. Road bad, hilly, sandy, stony. Rode about two thirds of distance. Stopped 20m. on road for sketching.

Arrived at Mt. Hermon at 9.55 A. M., time 1.35, total 3.03, distance 5 m., total 11 m. Crossed river, thence through Columbia, Knowlton, and Centreville. Roads quite good for most part, but hills all hard to climb.

Arrived at Hope at 10.35 A. M., time 40 m., total 3.43, distance 2 m., total 13 m. Roads good, down and up. Delayed 20 min. on road for repairs.

Arrived at Danville at 12 M., time 1.25, total 5.08, distance 5 m., total 18 m. One mile out of Hope met a mountain side hill, which took 15 min. to walk up. Hill smooth in places, rough in others. Some up and down riding until ore road was reached. (See going.) Rested 15 min. during this stage.

Arrived at Hackettstown (through Vienna) at 1 P. M., time 1 hr., total 6.08, distance 6 m., total 24 m. Road (see going).

Arrived at Flanders (through Drakestown and Bartleyville) at 3.35 P. M., time 2.35, total 8.43, distance 7 m., total 31 m. Road (see going). Rested during this stage 15 min.

Arrived at Ironia at 4.25 P. M., time 50 min., total 9.33, distance 4 m., total 35 m. Took road to Ironia from Flanders Hotel. First two miles up hill, half of which can be ridden. Rest of way coast and ride over good road.

Arrived at Walnut Grove or Mt. Freedom at 5.10 P. M., time 45 min., total 10.18, distance 3 m., total 38 m. Road good, but hilly.

Arrived at Morristown (U. S. Hotel) at 6.30 P. M., time 1.20, total 11.38, distance 5½ m., total 43½ m. Road (see going). Rested 30 min. during this stage.

Arrived at Elizabeth via Madison, Chatham, Millburn, Irvington, and Newark, at 10.25 P. M., time 3.55, total 15.33, distance 24 m., total 67½ m. Road to corner of Morris and Millburn pikes as before described, thence first class cinder path and macadam until the wooden pavement at Elizabeth is reached. Was obliged to take this longer way home, as it would have been too dark to ride the side paths on Morris turnpike, from Springfield to Elizabeth.

My total time for the 67½ miles from the Gap to Elizabeth was 15 hr. 33 m., of which 2 hr. 5 m. was taken for rests, leaving 13 hr. 28 m. actual running time, giving an actual rate, while in motion, of 5 miles an hour.

It is to be noted that between Morristown and the Gap there was always walking, there being very few miles of the way without some hard pedestrianism to be performed. Returning the walks were shorter and steeper and the rides longer and easier. I may have made some of my hills very long going up, because the riding between seemed by comparison of time and labor so short a hill that our rides down are very short, and one that is climbed very long. Perhaps it would be better to say that the walking distances, compared with the riding distances were small, but the walking time and labor compared with the riding ditto was—you cross country men know how it is yourself. It is always better in coasting, no matter how smooth the bottom may appear, to dismount a hundred yards from the foot, as almost every one are dangerous washouts. New Yorkers who contemplate taking the trip had

better take the B. R. R. to Emmett St., Newark, from which point one can wheel to the foot of Chester Av., which is the best road to take to reach the macadam at Irvington, leading to Millburn and the Short Hills. It is a delightful run and can be easily made by one who can spare two days for each half of the round trip.

A. S. ROORBACH,
Headquarters of Elizabeth Wheelmen, 116
Broad St., August 20, 1884

FLEET WHEEL.

"Sweet Home" recast in full.

With coaches and palace cars though we may deal,

Be it even to tumble, there's no seat like a wheel!

A charm from the skies ever follows us there,

Which, riding enclosed, is not met anywhere.

Wheel, wheel, fleet wheel!
There's no seat like wheel!

Apart from the wheel, metals dazzle in vain!
O give me my high, burnished 'cycle again!
The boys mounting gaily that came at the call,

O give me fleet pace of leg, dearer than all!
Wheel, wheel, fleet wheel!
There's no seat like wheel!

How fleet it is to flit o'er a three-minute mile,

And all cares, and the bother of work to beguile!

Let others go fight, or gold treasures reveal,
But give me to shoot for the pleasures of wheel!

Wheel, wheel, fleet wheel!
But give me the speeding
And pleasures of wheel.

To that I will turn when allured by the fair,
The heart's merest follies can catch me not there,

And more with bicycle than rum will I reel,
Be it even to tumble, there's nothing like wheel.

Wheel, wheel, fleet wheel!
There's nothing like wheel.

JUVENIS.

WHEEL GOSSIP.

The tournaments are about over.

Club runs are the order of the day.

Wheelmen are beginning to come back to town.

The League and the N. A. A. A. are at loggerheads, and until the difficulties are adjusted wheelmen should be wise and refuse to enter any races not under League rules.

It seems reasonable that if athletic clubs desire the attraction of a bicycle race they should be willing to run them under the rules of the League of American Wheelmen. These are the only rules of the N. A. A. A. that we can find: "When ordered into a position for a start the men shall mount their machines, and one assistant for each competitor will hold his machine with its front wheel at the mark; at the starting signal the attendants are allowed to push the machine forward but not to follow it up."

"Riders must pass each other on the outside and be a clear length of the bicycle in front before taking the inside; the inside man must allow room on the outside for other competitors to pass. Any competitor infringing this rule will be disqualified."

"In a race without using the handle, competitors must ride with the arms folded, or the hands and arms otherwise kept quite off the machine. Any competitor touching any part of his machine with his hands or arms will be disqualified." In all other questions that arise the laws of athletics apply.

The rules as far as they go are all very well, but they are not complete. There is nothing said about re-starting a race in case of a foul within ten feet of the mark, which should be provided for, as all the tracks of the clubs belonging to the N. A. A. A. are miserably small affairs as far as bicycling is concerned, and the rule is even more necessary for them than the League.

Now we are in accord with the League rules to a considerable extent, but there are some alterations we would like to see made, which are rather to be considered in the light of additions.

For instance: There is no rule governing ride and run races or those without hands, although they are common events at almost every race meeting.

Again, there is no rule for "record" races, which should clearly be run on the "point" system, allowing the maximum number of points to the first man at every half or quarter mile, although the former is preferable, according to the number of starters.

In our opinion the starter should have control of the marks, and be the judge as to whether the men go over it before the proper time. The new rules have changed this, and it rests with the judges. At Springfield a man started before the pistol. The referee had not time to "call a meeting of the judges" and put the offender back a yard; but if the starter had the authority, as he should have, a recall could have been made. Again, the judges are obliged to be at both the start and finish, and in quarter and half mile races on a mile track, this would be rather impossible.

Another point is the finish. The old rules provided for a tape held two feet above the line to assist the judges in deciding the order of finish, and this has also been dispensed with. We contend that in case of a close finish between a Star and crank machine it is impossible to judge intelligently without some such guide as a tape line.

Capt. Will R. Pitman goes to Boston tonight to compete in the 100-mile road race. He will ride a Columbia tricycle, geared to 54, which he has used to such good effect in the "Wheel Around the Hub" and other races.

Karl Kron reports to us as follows: Tuesday, Sept. 30—"The number of one dollar pledges enrolled per 'X. M. Miles on a Bi' is now 1948, being an increase of not quite a hundred during the three weeks since I last wrote to you. I hope that the appearance of my double-page article in October issue of *Springfield Wheelmen's Gazette*, announcing the contents of each chapter, and the need of every purchaser paying \$1 50c. unless he pledges his name in advance, may help hasten matters a little. I will send the article to all applicants. I've recently re-

ceived 10 more names from New Zealand, making a total of 20 for that island, or more than from the whole of England. A few names have lately come from England, however, together with one from Ireland and one from Mexico."

Now that Sellers has beaten Hendee twice and in turn has been defeated by him an equal number of times, it leaves the matter an open question as to who is the faster man. Hendee declines to meet the Englishman on the grounds that the latter's ways are dangerous. He should, however, make an effort to lower 2.39, and thus convince his friends of his ability to successfully compete with Sellers. With good pace makers and clear weather he ought to do it at Springfield at an early date, and with proper officials to make it regular.

Mr. H. D. Corey, of Stoddard, Lovering & Co., sails for Europe shortly with the intention of visiting the factories of Messrs. D. Rudge & Co., and Singer & Co. While abroad he will do some touring and hill climbing. He takes with him a number of orders for specially built machines.

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[Advertisements inserted under this heading, not exceeding four lines nonpareil, for one dollar.]

FOR SALE—A Dual Convertible Sociable Tricycle; balls all around; in perfect condition; cost \$385; sold for no fault. Address DUAL, 2 East 60th street, New York.

FOR SALE—\$130; Columbia Expert Bicycle; 54 inch; full nickel plate; all the latest improvements; "King of the Road" lamp; iron stand; stop bell, trousers, belt, shirt, etc. in good order. Call, or address J. S. DRAKE, Mariners' Harbor, N. Y.

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

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FOR SALE CHEAP,

A 54-in. Club Racer, weight 25 lbs. Took first prize at Stanley Show. Price \$85.

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We invite the attention of all wheelmen to the following list of

Bicycles and Tricycles,

of which we are the **SOLE AGENTS** for the United States.

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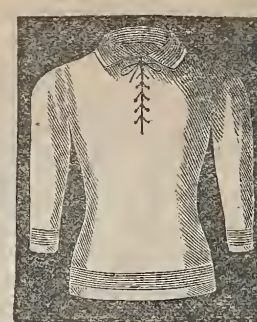
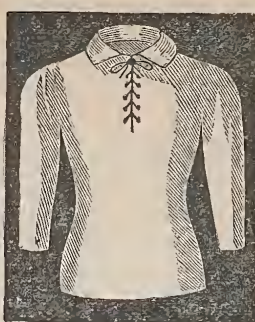
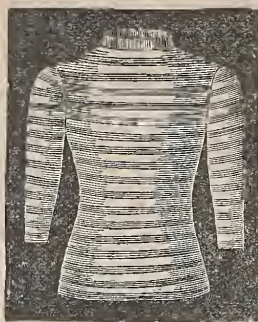
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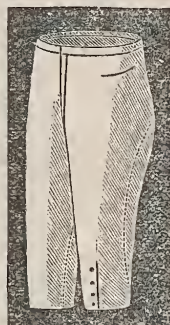
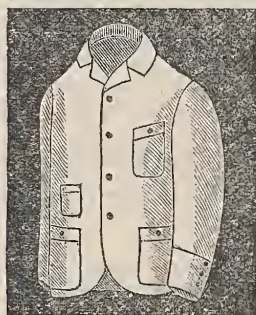
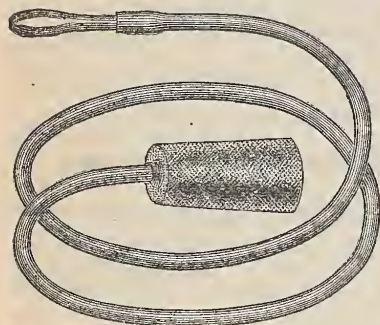
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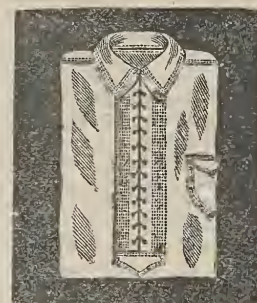
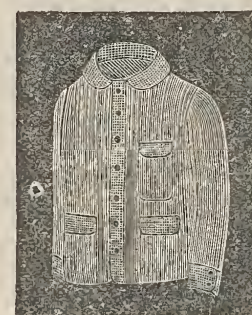
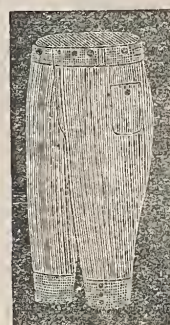


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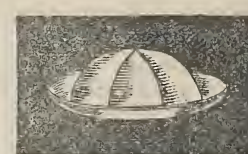
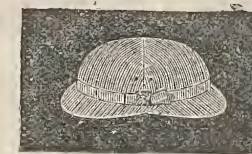
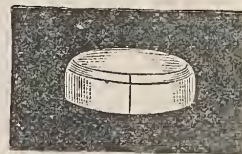
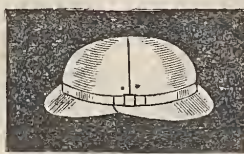
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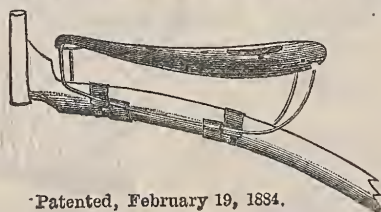
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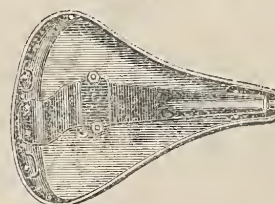
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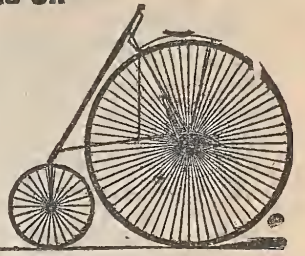
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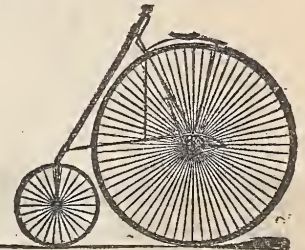
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FRED JENKINS,
Editor of The Wheel.

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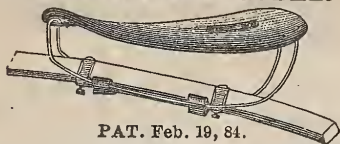
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ANNOUNCEMENT.

After long and careful experiments with five different speed and power tricycle attachments in different forms, we have completed one which seems to us satisfactory, and have it ready in sufficient numbers to supply it on our new machines, and to any Columbia Tricycle.

The COLUMBIA POWER-GEAR is of simple construction; is applied to the crank-shaft; is operated by a handle, easily accessible, at the left hand of the rider as he sits on the tricycle; is certain and effective in its operation; reduces the speed, and so increases the power for hill climbing about one third, and is made of the finest material and with the finest workmanship, and so as to avoid all unnecessary added friction by its use.

Price of Columbia Tricycle, - - \$160.

With Power Gear, - - - 180.

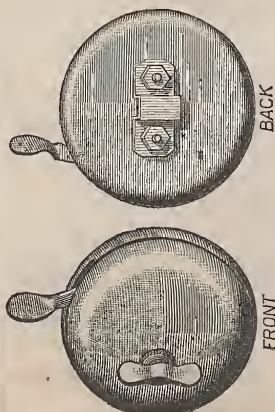
The Columbia Power-gear will be applied to any Columbia Tricycle at our factory, at Hartford, Conn., for \$25.

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