

AND RECREATION.

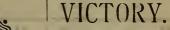
VOL. XII.—No. 14.]

NEW YORK, JULY 1, 1887.

[WHOLE NUMBER, 300.

VICTORY.

THE



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Again Victorious!

On May 21st in England occurred the greatest hill-climbing contest the world ever saw. The famous Weatheroak was the scene of the contest, and the best hill-climbers in all England were specially engaged to snatch from the QUADRANT the glory it had gained by previously surmounting this formidable eminence. The following is the result: —

	MACHINE. RIDER.	TIME
ı.	Quadrant TricycleFrank Moore	1.27
2.	" "	1.30
3.	Dromedary Safety BicycleJ. Moore	1.36
4.	Humber Cripper Tricycle	1.42
5-	" Safety Bicycle	1.42
6.	Quadrant Tricycle	1.43
7.	Humber Safety BicycleS. C. Stephenson	n 1.54
8.	" " "	2.17
	Four others failed to get up.	

MR. Alfred Bird, who previously had climbed this hill four times on a QUADRANT, rode another make of machine in this contest and failed to reach the summit—an incontestable proof of the superiority of the QUADRANT.

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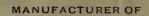
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Full line of Second-hand Wheels. A few Rink Wheels at an exceedingly low figure.

Cabinet Photographs of all the celebrated Racers and Racing Tracks.

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

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 accom-plishing the chemical changes

plishing 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 critiby you, and which I have critically examined, is not only harm-less, but beneficial.

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

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.

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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.

We Guavantee the American Light Champion to carry 200 pounds. Here is some proof:

ATHENS, OHIO, May 24, 1887.

GORMULLY & JEFFERY MFG. Co., Chicago, Ills.:

Pear Sirs.—It gives me much pleasure to announce the complete satisfaction produced by your wheels here. My weight is 200 lbs.. yet I rode the 52-inch Light Champion, over the very roughest roads in the world, sixty-three miles yesterday, and it proved itself as staunch as the staunchest, and the ram's horn bars are, to say the least, the most desirable handle-bar made, for hill climbing they are indispensable.

I remain, very truly,

DR. FRED. HIBBARD.

We claim our Wheel is the most rigid, and has the easiest running bearing in the world. Here is some testimony on that point:

PEORIA, ILL., May 7, 1887.

Gentlemen:—I want to say that I am more than pleased with the 52-inch Light Champion I bought of you this Spring. I have given it every possible test and it gives me great satisfaction to be able to say that it suits me better than any wheel that I have ever ridden—and I have ridden nearly, if not quite, all the modern wheels. It is the most rigid and by far the easiest running wheel I have ever ridden. I am well satisfied that it goes up hills much easier than any other I have ever ridden, while I know it will out-coast anything here. Its ease of running is a most noticeable feature, and this I attribute to the ball and socket connection of the front forks to the bearing case. The ball-head is a great advantage—perfect control and no rattle. The Cobblestone saddle is the most comfortable I have ever been on.

Yours truly,

BERT. MYERS, Captain Peoria Bicycle Club.

You must bear in mind, gentlemen, that our Wheels are strictly original. Every vital point is covered by a patent of our own, and the latter in most cases gotten up by ourselves. We make our Wheels from the bottom up, too, with our own plant and on our own premises, and, as a natural consequence, we know what goes into them.

CATALOG ON APPLICATION.

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EDITORIAL NOTES.

The news of the passage of the Bicycle Bill after weeks of suspense, sent a thrill of pleasure through Gotham wheel circles. It is now nearly two months since the bill was introduced, and during that time, nothing, however trifling, has been left that time, nothing, however trifling, has been left undone to effect its passage. The passage of an act affecting their interests, solely through the efforts of the wheelmen themselves is a signal triumph. It creates a precedent that will be farreaching in its influences, encourages the wheelmen of other states to demand their rights, and may prove the opening wedge to a course of legislation that may lead to still greater things; the construction of good roads, the erection of information and danger signs, etc.

To one who has closely watched the efforts of those who engineered the bill through the treacherous legislative Albanian seas, to one who has been permitted to be on the "i.iside" of all that was be-ing done, the first thought likely to occur is one ing done, the first thought likely to occur is one of congratulation, sincere and earnest congratulation, to the two men who have left no stone unturned, allowed no opportunity to pass, to push the bill forward. Its success is directly due to Messrs. Isaac B. Potter, of Brooklyn, and George R. Bidwell, of New York. The former, as chairman of the Rights and Privileges Committee of the State, and as counsel for the Division brought his legal taleuts as well as an vision, brought his legal talents, as well as an intense wheel loyalty, to bear on the matter, and the result we all know. In all his efforts he was seconded by Mr. Bidwell, who generously gave a very large share of his time to the bill. In fact these two were in daily consultation, developing and carrying out new ideas, spurring on clubs and individuals to address the Governor, and doing everyviduals to address the Governor, and doing everything possible under the sun that might increase the chances in its favor. We hope some public notice will be taken of their good work. To Messrs, tice will be taken of their good work. To Messrs, doubtless of much value at the hearing before the Governor, we extend the hearty good-will which all wheelmen must feel towards them for their efforts. To the many individuals who contributed towards its success, we regret that we cannot send them "thundering down the ages," but each will doubt-

less feel that comforting consciousness of duty done. Perhaps it were unfair not to record Mr. Elliott Mason's active efforts in behalf of the bill.

As for the Governor, most wheelmen will doubtless feel like patting him on the back and saying: "Well done, David!" In the name of the wheelmen throughout the State and country, we extend to him the hand of good fellowship, and assure him of their regard. Doubtless, should they ever have an opportunity to record their appreciation of his recognition of their rights, they will do it through the medium of the ballot-box, which is, after all, the most acceptable method to public men, be they politicians or statesmen. As for the Governor, most wheelmen will doubtpoliticians or statesmen.

Now that the bill is passed, let us sound a note of warning. There is a possibility that the Park Commissioners may seek to nullify this bill, when the Legislature again convenes. Should wheelthe Legislature again convenes. Should wheel-men, by their carelessness and obstinacy become obnoxious to drivers of horses in the park, should a few of them become mixed up in an accident or a few of them become mixed up in an accident or two, the chance of such a bill becoming law would be very favorable. Of course, it is not necessary to point out the danger to the large majority, who are gentlemanly, law-abiding and intelligent fellows, but to the wild and youthless Mac Scorchers, to the wheelmen of the school-boy order, such warning is necessary. Every rightminded cycler should consider himself a committee of one, and should at all times make it his business to prevent coasting, racing, etc., and should insist on the coasting, racing, etc., and should insist on the observance of such laws as the Park Commissioners may make.

THE BICYCLE BILL.

BECOMES A LAW.

On Saturday last Governor D. B. Hill signed the bill recently introduced by the Rights and Privileges Committee of the New York State Division, L. A. W., through Chairman Isaac B. Potter, who also acted as counsel for the Division. The bill was introduced into the Assembly on April 12, by assemblyman Cantor, was read twice, and by a unanimous vote was ordered to a third reading. Being afterwards referred to the Judicireading. Being afterwards referred to the Judiciary Committee, who reported it favorably to the Senate, who passed it almost unanimously, Senators Daily and Dunham being its only opponents. It then went to the Governor, but owing to the hard fight made by the Central Park Commissioners, a hearing was granted. This took place on June 16, when both the friends and enemies of the bill appeared at the Executive Chamber and presented their views. Messrs Pratt, Potter and Luscomb spoke ably in favor of the bill, and a brief was afterwards submitted to the Governor. The thirty days allowed him for consideration expired on the 26th, and on Saturday afternoon he signed it, seem-26th, and on Saturday afternoon he signed it, seemingly without further comment or opinion than a letter to the Park Commissioners, which has not been made public. The full text of the bill is as

AN ACT IN RELATION TO THE USE OF BICYCLES AND TRICYCI ES.

The people of the State of New York, represented

in Senate and Assembly, do enact as follows:
Section 1. Bicycles, tricycles and all other vehicles propelled by manumotive or pedomotive power, are hereby declared to be carriages within the meaning of that term as used in section one of title thirteen of chapter twenty of part one of the Revised Statutes of the State of New York, and all persons by whom bicycles, tricycles and said other vehicles are used, ridden or propelled, upon the public highways of this State, shall be entitled to the same rights and subject to the same restrictions in the use thereof as are prescribed in said Revised Statutes in the cases of persons using carriages drawn by horses.

Sec. 2. The commissioners, trustees or other authorities having charge or control of any public street, public highway, public parkway, driveway or public place in this State, shall have no power or authority to pass, enforce or maintain any ordinance, rule or regulation, by which any person using a bicycle or a tricycle, shall be excluded or prohibited from the free use of any public highway,

highways, streets, driveways, parkways and public places in such manner as to limit and determine the proper rate of speed with which such vehicles may be propelled, nor in such manner as to require, direct, or prohibit the use of bells, lamps and other appurtenances, nor to prohibit the use of any vehicle upon that part of the street, highway or parkway, commonly known as the footpath or sidewaik.

Sec. 1. All acts and parts of acts inconsistent with the provisions of this act are hereby repealed.

with the provisions of this act are hereby repealed. Sec. 4. This act shall take effect immediately. The bill is much broader in its action than appears at first sight. Of course it owed its inception to the object of opening Central Park, but as the committee progressed with its work a far more important object thrust itself forward to their notice. The bill, now that it has become a law, nullifies the many prohibitory and restrictive acts which, from time to time, have been passed by various town and city corporations throughout New York State. In case of suits being brought by wheelmen for damages, the defendants had simply to wave these acts in the face of the prosecution, and the case was immediately thrown out cution, and the case was immediately thrown out of court. Now, all is changed, for wheelmen have the statues to back them.

When the good news was received in this city, there was rejoicing in the wheeling heart, and jubilation of an exultant character. The wheelmen quickly spread the news, and doubtless before this issue of THE WHEEL sees light, many will have taken their initiatory dip into the mysterious depths of Central Park. A full history of this greatest piece of wheel legislation is promised us for a future number.

THE PRESS ON THE BILL

Wheelmen's rights.-The bill signed by Governor Hill yesterday, gives to bicycle riders the right to use on any public thoroughfare of the State. Its main purpose is to admit them to all the drives in Central Park. It secures to wheelmen a right of Central Park. It secures to wheelmen a which it would be unjust to deprive them.

Public thoroughfares are the people's highways. One man has the same right to use them for wheels propelled by himself as another has to use them for wheels spun by horse power; one has the same right to ride a bicycle that another has to ride a horse on them.

But it is objected that bicycles frighten horses in the Park, and are therefore dangerous. Well, accidents are deplorable and danger is to be averted whenever possible. But the principle has never whenever possible. But the principle has hever been adopted that whatever scares horses must be banished. A horse will sometimes take fright at a four-in hand drag, a bright colored sun shade, a baby carriage, a peacock or some other of the numerous objects to be seen in the Park. But such thing are not for that reason excluded from the Park.

Horses must be got used to bicycles, just as they must be to elevated roads and other things that may frighten them. And until this is attained they must be driven with care.-Editorial in

Regulation to be Made for Park Cycling .- The Park Board was surprised at its meeting yesterday, on receiving information that Governor Hill had signed the Bicycle bill and vetoed the Menagerie bill. Mr. Crimmins said that he had anticipated the Governor's action in the latter instance.

said:
"I was in favor of the Menagerie bill at first,
"The was in favor of the Menagerie bill at first,
"The was in favor of the Menagerie bill at first, but I became convinced subsequently that we lease a sufficient number of attractions now in Central Park, and that it would be better to remove the zoological collection to the new parks beyond the Harlem. I told the Governor so on Saturday, and I see that he takes that view in his letter on this bill. I am surprised, however, that he signed the Bicycle bill."

"Can the Park Board now prevent bicycles from being used on the park drives?"

"No, I do not see that it can, but strict regulations will have to be passed concerning them."

The New York State Division of the League of American Wheelmen sent the following letter yesterday to the Park Board:

"By a semi-official announcement the wheelmen of New York have just learned of Governor Hill's approval of the act 'In relation to the use of bicycles and tricycles,' which seems to have excited a special local interest in this section of the

men of New York City, an understanding which will serve to dissipate all apprehension as to the practical operation of the law referred to. The wheelmen of this city are, as a class, conservative, dignified and intelligent citizens who feel an interest in the affairs of the city government and in the orderly administration of its separate departments. They recognize the fact that the bicycle and tricycle are little understood, and only to a limited degree appreciated by the general public as useful and practical vehicles, and that the prejudice against their use has been encouraged by many honest and well meaning citizens That this prejudice will be dissipated by time and experience has been demonstrated in other countries, and we are confident that the same result must follow the practical operation of the law in question. In order, however, that the wheelmen of this city may show in a substantial way their desire to concur, and, as well as may be, to assist in the safe, orderly and consistent use of the parkways of this city, a meeting of the officers of the several clubs in this city will be held during the present week and a committee will be appointed with power to confer with your honorable board to the end that suitable arrangements and regulations may be made for the use of bicycles and tricycles on the parkways within your jurisdiction and for such other conference, if any, as may be desired by your board. Trusting that this communication will be regarded in the spirit of a suggestion, and as an assurance of the allegiance of the cyclists of New York to the good government of the city, we remain.

Wheelmen have an excellent reason for rejoicing in the fact that Governor Hill has signed the bill establishing their rights in all the parks of the State. Practically the bill applies only to Central Park, since the only opposition to it came from people who drive there and from the New York Park Commission. It now behooves the riders of bicycles and tricycles to see that the privileges accorded them are not abused. Boys and unskilful riders should be restrained from making unisances of themselves on the crowded park roads, and the best of riders will probably perceive that for their own safety it is unwise to rush in among the throng of swift-moving horses and carriages on the East The bicycle is obtaining the recognition Drive. The bicycle is obtaining the recognition due to it, but the increasing number of those interested in it should display a prudent conservatism in exercising their rights.—Editorial in *Tribune*.

TELEGRAM TO GOVERNOR HILL.

NEW YORK, June 27, 1887.

To the Honorable DAVID B. HILL,

Albany, N. Y.

On behalf of the wheelmen of New York State, I desire to thank you for signing the bill which affords them recognition, and protection on the highways of this state.
Signed,

G. R. BIDWELL. Chief Consul.

JONAH'S JERSEY JOTTINGS.

Le roi est mort! Vive le roi!! "Little" Caldwell is "Little" Caldwell no longer. His star well is "Little" Caldwell no longer. His star has been eclipsed not only by his recent arrival at his seventeenth year, but much more so by the debut of "Little Powers," a fitteen-year old brother of Jesse, the crack racer. He made his bow to the racing public last Saturday at the K. C. W. meeting, and a most successful one it was too, judging from the enthusiastic plaudits of the spectators and the three medals which decorated his manly bosom as the result of the afternoon's speeding. Brother Prial will tell you all about it in another column, Prial will tell you all about it in another column, how he held Rich for two laps and then went away from him at the finish. His friends, however, should be careful how they allow this veritable "wonder" to do too much racing, or they may "kill the goose that lays the golden eggs" and lose a chance of adding another big flyer to the Harlem string.

Next Monday will be a great day for the wheelmen of this vicinity. The Division committees and the Orange Wanderers have made such elaborate preparations for the annual Jersey meet that it promises to be an event in this locality of but little less magnitude than the great New York meet of several years ago. There will be runs in the morning, then the business meeting, then the dinner, then the grand parade, and then the races. The programme of all this has been published in The Wheel, so I shall not attempt to tell you THE WHEEL, so I shall not attempt to tell you anything except the additional information I have picked up.

The New York and Brooklyn boys will be drawn to the meet by the attractions of the races and will be cordially welcome to participate in the runs, dinner, and parade.

As to the runs, it will be useless to attempt to take in more than one of them, as none will be finished before the hour set for the business meeting, as the first one starts at 8:30 it would be well for those coming from a distance to be over night at Orange on Sunday, or Saturday would be better, as Belcher will be on hand to pilot the visitors all over the district on Sunday.

The dinner will be gastronomically and socially worth attending. It will be spread in Music Hall for two hundred and fifty at one dollar a head, and it will be well worth the price as it will be furnished by Davis. the famous caterer, who got up the banquet on the occasion of the great N. J. W. run two years ago.

As to the parade a big turn out of wheels is expected, as all the Jersey, New York, and Brooklyn clubs will endeavor to outdo one another in the number of wheels in line.

There have been many entries for the racers. All the flyers will be out and droves of dark horses will try their speed in the novice and handicap contests. The boys think the opportunity for a spin over such a track too good a one to be lost. Medals will be given in the championship races and in the novice and handicaps. Stop watches, opera glasses, lanterns, saddle bags, umbrellas, canes, and such like bric-a brac will be offered.

The Union County Wheelmen will take no small part in the contests. Moore will be in the novice scramble, Person in the mile state championship, and Burnet, Moore, and Pierson in the team race. The club championship promises to be a lively contest with a good field, as the entries ala lively contest with a good field, as the entries already include: Pierson, Moore, Burnet, Rhett, Warner, Brunner, Irving, and Farrington. From the very manner in which little Tommy Burnet vanquished a field of fourteen starters in the twomile handicap at the American A. C. games last Saturday, it looks as though he would be the win ner, although Pierson and Moore will make him work for it.

Caldwell, Bowman, Davey, of the E. W., and Runyan, and perhaps some others, will have a try at some of the races for the fun of the thing.

Tommy Burnet and "Al" Farrington, of the U. C. W., had a trial at the Eagle Rock bugbear the other day, the former getting fifty and the latter forty yards above the stone crusher.

Bob Mead's map of the Orange roads will be a great help to strangers touring through the Oranges on the Fourth. They can by its aid pick their way easily enough, as the macadams are all plainly marked. The maps can be purchased at the bicycle dealers and railroad news stands.

The contest for the three thousand-mile medal, offered by the Passaic County Wheelmen is re-sulting in a stubborn fight and big scores, as the following record up to the close of June will show:

May.	Total to
	June 1.
W. Abbott, Jr., 254	265
W. D. Banker 352	805
D. Crounse,	150
Chas. Finch 241	496
N. G. Palmer 260	525
D. W. Romaine 601	1080
M. P. Slade 218	410
A. E. Sengstack, 245	393
E. P. Shepherd 235	462
F. Shuit	453

The score of six hundred miles made by D. W. Romaine now stands as the club record, as well it may; for few clubs in New Jersey can boast a

The following were the officers elected at the The following were the officers elected at the recent semi-annual meeting of the Passaic County Wheelmen: President, J. D. Pugh; Corresponding Secretary, G. K. Rose; Recording Secretary, A. E. Sengstack; Treasurer, Harry L. Simpson. The road officers elected were Capt. D. W. Romaine; 1st Lieutenant, Robert Blake; 2d Lieutenant, N. G. Palmer; Colorbearer, W. H. Shelp. Shelp.

The Passaic County Wheelmen will hold their Annual Race Tournament at an early day; the exact date is withheld for the present, but the arrangements are in the hands of a very able comrangements are in the hands of a very able committee and the races will eclipse all their previous efforts. Mr. C. Blizzard is chairman of the committee and will be assisted by Fred Shuit, M. D. Marsellus, C. Reval and J. D. Pugh. The races will no doubt be held at the Clifton track.

For the above items from Passaic, I am indebted to the kind remembrance of Mr W. D. Banker, and the pen of "Jodo," who often prove to me friends indeed in my need, when I have been too busy or lazy to scratch around for news.

A queer specimen of cycling architecture was sent to me the other day. The wheels are fifty-six inches high and the saddle is on a line with them. inches high and the saddle is on a line with them. The saddle is as big as a sofa and the pedals are fitted with straps and weights. Fred Jenkins dropped in to see me to-day, and I showed him the creature, thinking that I had something for him to look at that he had never seen before. But one has to go way back before he can trot out anything in the cycling line that Veteran Freddy has not beheld. "That takes me back to old times," he said, "I remember once on the Polo Grounds I actually saw a race on a pair of them took a header and there was no fun about them took a header, and there was no fun about it, either." I have baptised it "The Deadwood Coach;" but my partner insists that it shall be called "The White Elephant," from the color of its paint, etc.

June 28, 1887.

PHILADELPHIA POINTERS.

Hooray and Hoorah! The Press man gives it up! Sic semper tyrannis! E pluribus bone 'em! Pro lapsus Uterus, etc, etc. I said that he was a dear little man and he wilts, ever and forever. He even is so sore over it that he would have my inches. However, I am inclined to agree with him when he makes the highly original remark of "good goods, small packages," etc. His covet-ousness of my "magnificent muscular manhood" ousness of my "magnificent muscular manhood" makes me really strut! Know then, Callie dear, that the sum of inches rolled up at each revolution of the pedals of my Columbia figures the wonderful total of 161.2216, from which, if you are a good arthmetician, you may gather that my wheel is indeed a great one. Callie has really been writing some extremely interest ng and amusing letters for the Athlete lately, to the neglect of the Press, and I beg to congratulate him none the less heartily that he seems to consider me much in the same light that a bull does a red flag.
"Chris Wheeler," too, in the Wheelmen's Gazette, has considered me worthy of about a column of argumentation, the main object of which

column of argumentation, the main object of which is to show that Chris knows all about it and is going to tell us in another paper; and if Chris only does give the old Germantown half as good a send off as he has the Philadelphia we will forgive him many things. I am not in a position to give him the notes he asks for myself, but if he will apply to the Secretary of the club, Mr. C. G. Wright, he will doubtless get all the imformation he wants.

The road race for the Tryon cup, to be run in September, is halting on the question of a suitable course for the race. All the clubs have signified their intentions of putting in teams, and with a proper course should make an interesting event. The Wilkesbarre meet will be attended by a large delegation from the Century, and probably one from Pennsylvania; the Philadelphia seems to have taken little interest in the matter and the DIXEY. Germantown none.

THE TRIBUNE,
JULY 28, 1886.
MY DEAR MR. SMILY:—You will be glad to MY DEAR MR. SMILY:—You will be glad to know that I am so much master of my wheel as to feel "at home" on any road, in any weather. Old wheelmen say that my progress in the art of "cycling" has been remarkably rapid. I reply, of course, that you are responsible for my proficiency. You gave me four half hour lessons, teaching me to mount, dismount, and ride, and in my practice. I have closely followed your instructions. practice I have closely followed your instructions.

I know that you have saved me many a "head-er," and the more I ride the more do I appreciate your good advice. Let me express the hope that you may never wish to disown me as one of your Sincerely yours,
VICTOR SMITH.

To Mr. T. A. SMILY.

KARL KRON.

DARK AND BLOODY NOTES.

AND SOME BUCKEYE CYCLETS.

The races which were to have been held last Saturday, at Carthage Fair Grounds, Ohio, under the direction of the Avondale Bicycle Club, were postponed on account of the rain which fell that day, until Saturday, the 2nd of July, on which day the programme heretofore announced will be car-

A slight error was made in announcing the conditions of the Sun race, the medal having to be won three times instead of twice.

A feature of the postponement, which will probably make the delay a benefit, is, that after the races a crowd of the boys will start for Washington Court Ilouse, Ohio, to attend the races to be held there on the 4th of July. The trip to Fayette county is now laid off as follows: Leave Carthage at 5:30 P. M., July 2, and wheel to Morrow for supper, which will be reached, according to the distance, at about nine P.M. Leaving Morrow early Sunday morning, the crowd will adjourn over to Washington Court House, and if those roads up there do not astonish with their smoothness the macadam riders from the Queen City, I have never

Mr. J. M. Woodruff, of Edinburg, Ind., registered as a visiting wheelman at the Kenton Wheel Club rooms last week. He toured from Memphis, Fenn., to Lexington, Ky., after having only an experience of five days as a wheelman and was there laid up with some severe boils for one week, when he took the train and came home-

wards.
C. F. Smith, of Indianapolis, Ind., spent last

Sunday with relatives in Covington.

The Stanford Wheel Club, of Stanford, Ky., show considerable enterprise by setting on foot a show considerable enterprise by setting on foot a race meeting to be held July 2, at the race course of J. E. Farris, one mile west of that town. The track is one of those fine Kentucky trotting tracks, and good sport may be expected. The events will be: I. Half-mile heat race for championship of Madison, Gaward, Boyle. Marion and Lincoln counties, free for all. 2. Fancy riding, best boy rider under thirteen years of age. 3. Quarter-mile heat for championship of Lincoln county. 4 One-mile heat, free for all. 5. One-mile dash, free for mile heat, free for all. 5. One-mile dash, free for all. 6. Foot race, one hundred yards. 7. Five-mile (not a "dash," please, Mr. Stanford).

This promises to be an out and out "old Kentucky"

affair, as there will be music and dancing throughout the day and refreshments on the ground. Two hundred dollars in prizes will be offered. The officers of the Stanford Wheel club are J. B.

Hobbs, Captain; R. H. Hail, Secretary.

I have been shown an advertisement which has been puzzling the wheel fraternity since it came out It is under the head of a prominent cycle dealer's advertisement in the programme of a race meet. It says: "for — bicycles of any age, parts for repair will be supplied either at half price or free for such parts on all of that make of any year's sale.

I can study out ambiguities in a good many things, including lawyers' pleadings, but I'll 'be blowed' if that doesn't overcome me. There is either a line left out or else somebody was dr-under the weather.

A jolly party of tourists will leave Covington, July 2, for the interior of the State. The route is to be: Covington to Georgetown; thence to Lexington; thence to Paris; thence up to Maysville via

Lick Springs.

Chief Consul Croninger will go down the day before to scoop a prize or two at Stanford, if possible, and the balance of the tourists, now estimated to be about five, will meet him and all proceed to Maysville.

Chas. Croninger, A M. Watcher, E. C. Toie and others will make up the party.

A Mr. Ystes, of near Latonia Springs, Ky., now comes and says again that some wheelmen must

pay for his broken hay-wagon.
He says seventy-five dollars is all that will soothe He says seventy-five dollars is all that will soothe his damaged wagon and feelings. Of course the wheelmen of Covington are all shaking in their boots at the thought of paying such a frightful ??) sum. A collection may be taken up for Mr. Yates' benefit. The terrible accident was, I believe, detailed or retailed in these columns some months are but I will regist them again any way. Mr. ago, but I will recite them again, any way. Mr. Yates one day was driving along the Independence road near, unto and close upon the saloon which stands, among many of its kind, upon said road adjacent to Latonia Springs. Mr. Yates, so it is said, has a 'sister' who lives in the above-named subscriber who has not formally agreed to act as shortly make such an attempt.

saloon. Said Yates then and there left his horses standing unhitched in front of the saloon aforementioned, and went into the same to see the said risister." And some wheelmen coming that way frightened his horses, which ran off and upset his wagon and damaged the same and the feelings of said Yates to the tune of seventy-five dollars and

All the wheelmen have to say is that they in-fracted no law in travelling along the pike and they were pursuing their own business and did not, as Mr. Yates seems to think, come there with the express intention of scaring his crowbaits.

Yates is the man who circulated a petition to "keep them thar things off the roads."

The authorities of the Covington and Cincinnati Suspension Bridge have utterly failed to enforce their rule as regards wheelmen riding on their structure, and the reason is that they know they cannot lawfully enforce it. Their policeman still orders wheelmen to dismount, as usual, but the wheelmen don't do it. The latter are aware that no charge could be put against them for travelling that bridge, which is a public highway, in their own manner, after having paid their proper toll, own manner, after naving paid their proper toil, and the bridge people know it too. Far better had they too opened the bridge and let the horses do as they would do anyway.

A large four-ply task is before the wheelinen of Cincinnati, and that is to secure the right to ride through to Eden Park. It is a shame and an out-

rage that the matter should have been neglected so long. THE WHEEL will do all in its power to the country furnishing "test cases" and "horrible examples" at so much per test or so much per horror, just as the oil and natural gas experts do.

They tell the story in Kentucky that a certain squire and a certain milkman were discussing wheelmen from all standpoints, the conversation growing out of one of the late road-hog cases. The milkman said: "Well, I like those wheel boys, but they are great nuisances to horses got a mule, though, that won't go past a nigger [no offence to the colored brethren, but this Kentucky milkman said that and in the spring when he's real frisky he will run away and rip things from (sheol) to breakfast before he'll go past a darkey.

The squire answered in a laconic manner: "Why in the nation don't you get out and club the nigger and throw him in the river; he has no right to be on the road scaring your horses. Treat him like you do a bicycler—try to kill him." The milkman saw the point and simmered down

to a chalky se liment.

Montreal.

Heard of a wheelman, on a Safety, running over an aged party on a sidewalk several days ago.

This pavement riding should be stopped. The aged party lay down, after the wheel passed over his leg, and cussed and swore in a frightful way, and they say he wants damages and blood and all sorts of things.

Norb.

OFF FOR THE CANNIBAL ISLER.

four cases, of 280 books, to catch the steamer EDITOR OF THE WHEEL: To-day I despatched sailing from San Francisco on July 30. The largest of these contained 155 for Melbourne and other chief cities in Victoria; the remaining 125 going to Sydney, in New South Wales; Hobarb, in Tasmania; and Auckland, in New Zealand. As only 116 copies have been subscribed for at the Antipodes, and as I've spent about \$5 00 worth of time on every subscriber captured there, I send the other 164 books to take their chance of bring-

ing back to me a part of my losses.

The manufacturers turned out only 334 books for me, last week, as against the 1,200 required by contract; and the whole number now issued is exactly 3,003. I've not yet supplied Boston, Philadelphia, Springfield, Buffalo, and other important agencies; but hope to do so before this week closes. To-morrow I send 44 books to

Price Two Dollars," stamped on the cover of each book, seems to scare some of my subscribers into the notion that I expect them to pay full price. as well as new purchasers. Let me say, then, that every man who pledged a dollar in advance is free to take it at half price, on application at any depository. If I am forced to send it specially, by

depository for me (rather than delay delivery for three or four weeks), my circular gives assurance that no responsibility is assumed, except for money actually paid in. I do not expect anyone to take any active measures to dispose of the copies entrusted to him; but only to give storage can find time to write out my wishes in detail.

This Cannibal Island business has practically

cost me a week of hard work: So, at best, I can-not hope to start on my return trip to New York

before the morning of the 30th.

WEST SPRINGFIELD, MASS., JUNE 27, 1887.

POPE MFG. CO. vs. GORMULLY & JEF-FERY MFG. CO.

In the four cases of the Pope Manufacturing Company, pending in the United States Court for the Northern District of Illinois, against R Philip Gormully, and against the Gormully & Jeffery Manufacturing Company and Gormully & Jeffery, in which a motion for injunction was pushed by complainants in all of the above cases upon Monday, the 27th inst., the motion for injunction was withdrawn by the complainants after presentation, withdrawn by the complainants after presentation, the defendants being in Court and ready for the hearing of the motion. Two of the above causes are the same cases in which injunctions were denied upon full argument before Judge Giesham something over two months ago. The defendants showed to the Court that they were ready and anyiest to have all of the cases tried was their anxious to have all of the cases tried upon their merits, and signified their willingness to have all of the cases set for hearing at the earliest date possible for the hearing of the case. The Court then set the case for hearing upon the second Monday of October, giving the complainants the month of July to put in their prima-facie testimony, giving the defendants the month of August to rebut the same, and the complainants the month of September to reply thereto.

AN INCENIOUS INVENTION WITH A BOON TO WHEELMEN.

If our ancestors of a hundred years ago could come among us they would exclaim, what won-ders! The remarkable improvements and inventions that we now enjoy are indeed great. We have the locomotive, the steamship, the printing press, the electric light, and a thousand and one other inventions, not forgetting the wheelmen's favorite, the bicycle.

I dropped into the club room a few nights ago and there saw a very ingenious contrivance called the "Tutti Frutti" Automatic Seller. It presents somewhat the appearance of an upright clock about two feet high and nine inches wide. In front a glass case behind which appeared very pretty packages in star spangled tin foil. Over the base which projects is a correct metal, trip is a chicken. which projects is a curved metal strip in which is a narrow slit. By dropping a nickel into the slit a spring is released, a bar of "Tutti Frutti" gum a spring is released, a bar of "Tutti Frutti" gum pops in and the drawer can be opened and the gum taken out. The drawer closed and it is ready for the next operation. This machine has attracted considerable attention. It is certainly a novel invention. It operates entirely by automatic springs.

An enterprising company has made arrangements with nearly all of the bicycle and athletic club managers in New York city, to place one of these machines in their club rooms. The clubs receive twenty per cent of the proceeds. The gum in the machine is quite a boon to wheelmen and athletes. It is a well-known lact that in riding the bicycle, and while engaged in most any kind of athletic sport, the throat and mouth becomes parched. ble. It g parched. The use of this gum prevents this trou-ble. It generates saliva which keeps the mouth and throat moist The flow of saliva also aids It is thus a valuable article to wheeldigestion. men and athletes in general. Around each package is a testimonial from Prof. Doremus who reage is a testinomar from Potential who recommends the gum highly as a specific for the
troubles mentioned. The machine is a little
wonder, and as the article in it is valuable to
wheelmen, there can be no doubt about the success of the enterprise.

T. G. SMITH.

Fifty-Mile Tricycle Roa 1 Record.—On June 10, G. P. Mills rode fifty miles in 3h. 7m. 24s., beating record by 1m. 40 2-5s. A strong wind blew against him all the way, and a collision early in the race prevented better time being made. Mills thinks he can ride fifty miles in three hours, and will shortly made such an extensive themselves where the such as a contract of the such as

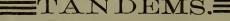


The Apollo is a light roadster of unsurpassed lightness. The easiest running bearings yet made. Double balls to front wheel. Ball bearing head. Detachable bars and spade handles. Finish enamel and nickel. Price, 50 inch, \$135.00

The Challenge is a light grade roadster, at a low price, but of sterling merit, and, we claim, the best ever offered for the money. Balls to both wheels, detachable bar, spade handles. Finish enamel and nickel. Price, 50 inch, \$105.00.

Apollo Safety--Light, rigid, immense on hills, safe as a Tricycle. With balls to both wheels and ball pedals. Price, \$140.00.

S. S. S. TRICYCLES.



See these Wheels before buying. they embody new features, which are worth considering.

Our 1887 Catalogue is all ready, and will be mailed gratis to any address. A FEW GOOD, RELIABLE AGENTS WANTED.

W. B. EVERETT & CO.,

Sole United States Agents,

6 & 8 Berkeley St., Boston, Mass.

& MACIJUNALI, Sixth Avenue, cor. 125th St. Agents for New York City,

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.

DINSMORE & CO. Printers of The Wheel.

APOLLO SAFETY.

S. S. S. TRICYCLE, No. 1.

-REPAIRS-

BARTLETT & MACDONALD,

Sixth Avenue & 125th Street,

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

The beauty and value of my Medals have been endorsed by the leading Bicycling, Tennis and Athletic clubs of America.

WATCHES,

Club Pins, Diamonds, PRIZE CUPS, JEWELRY, CHEAPEST Split-Second Stop-Watch.

FLY-BACK.



Maiden Lane,

NEW YORK.



My Illustrated Catalogue, with prices, enables club commit ees to purchase as well as if they visited my store.

ATHENIAN WHISPERINGS.

The chief event of the week has been the yacht races, in which everybody was more or less interested, cyclers not excepted; and no doubt, had the day been pleasant, wheels would have been as thick on Marblehead Neck as "peeps" in autumn. There was considerable rainy weather through the week, which has put the roads in fair condition The Sunday runs were a little more enjoyable, and somewhat better attended than during the recent dusty spell, though the facts remains that the sport languishes in this section during the heated term.

A few days ago I had a pleasant chat with H. A. Burnham, Jr., the League Consul for Gloucester. He reports that the Wanderers of that city, a comparatively new club, has now a membership of nineteen, and is in a prosperous condition. There has been little riding this season however, as the streets have been badly cut up for however, as the streets have been badly cut up for a long time by the laying of the new street car line and by other public works, and could hardly be called thoroughfares, even for teams. Then it may be remarked that the highways in the immediate vicinity of this delightfully breezy old town are not altogether conducive to a perfect growth in grace, at any time—and especially if one rides the Ordinary; still there may be devout wheelmen, even in Gloucester. Mr. Burnham thinks a tandem or two would boom cycling on the Cape, though perhaps, with the hills and the stretches of bad surface, the new form of Safety would bring about a stronger boom, and prove the popular machine. Cape Ann is a jolly place the popular machine. Cape Ann is a jolly place to visit, and, thanks to the League Consul, there are several very nice L. A. W. hotels.

The North Shore run is a favorite one with

Eastern wheelmen; and the Roxbury boys, under Captain Savell, to the number of a dozen or more, members of the Warren Wheel Club, and some of their friends, will take it July 2, 3, and 4. The Pavilion, Gloucester, will be headquarters of the club from Saturday night until Monday morning, when they will start for home again. A part of Sunday will be spent in making the tour of the Cape, including visits to the famous granite cuer Cape, including visits to the famous granite quarries of Rockport and Bay View, to Pigeon Cove, and the old town of Annisquam, and other points of interest along the Cape Ann coast.

Either the printer or my beautiful spencerian was at fault for the statement that Captain Peck would tour Southward in August, in the last issue—July was intended, the captain, and Lieut. M. Burr, who accompanies him, to be absent from the first to the eighteenth of the month, during which time they will visit all the important cities and cycling centres en route between Providence and Washington, D. C. Secretary Farrington, of the Massachusetts Club, who was to have been a member of the party, will not be able to go.

The many friends of Charlie Dow, one of the most popular men in the Tuffts College Club, will learn with regret that he has been obliged to give up all riding for the present, owing to a knee-trouble which began to show itself early in the season. The knee was strained in moving piano, in the first place, a few days of hard riding, not long after, adding to the trouble. He is resting and spending the Summer at Bass Rock, but hopes to be riding again by September.

**
The Brookline boys (of the Cycle Club) are making great preparation for the Fourth. The fun making great preparation for the Fourth. The fun will begin at 6:30 A. M., with a parade of Antiques and Horribles; at 10:30 A. M. there will be sports on the Common including bicycle races; a base-ball game in costume at three P. M. and fireworks and band concert in the evening. The Massachusetts, Boston, and other organizations are invited to accept the hospitalities of the club. In the morning parade there will be a bicycle division under the command of Captain W. K. Corey.

Speaking of hospitality, the cards recently sent

speaking of hospitality, the cards recently sent to the members of the Massachusetts Bicycle Club by the Bostons, read: Summer season 1887, Boston Bicycle Club, 36 St. James Avenue. Mr. (name of recipient) is entitled to privileges of club on presentation of this card. It is signed by President Hodges. The Bostons are genial, whole-souled fellows, and it would not be at all surprising if some of the visitors should conclude, when Fall

and Neilson, have been training and will be sure to appear, and prominent amateurs from many parts of the country have signified their intention to be present. There will be a quartette or more of local flyers, members of the Lynn Club, who, if they put in as good work as was put in by C. E. Whitten, last year, will run some snappy races. Whitten expects to compete at this meeting. The track has been put in the best condition possible, fast time is predicted, and with good weather a big turn out, and a successful meet may be counted upon. Boston will of course send a large delegation, and many doubtless will go over large delegation, and to Lynn on the wheel,

The term road-hog, as applied to those horsemen who think they own the earth, is more expressive than elegant; but what term shall be used pressive than elegant; but what term shall be used to designate those brainless young puppies who, usually with a hired horse and carriage—and pockets as empty as their nobby tiled skulls—delight to drive out of their way to force a luckless wheelman "to the wall," and who, if successful in dismounting their victim, always drive rapidly off, laughing at his discomfiture. Such a case was witnessed near Cottage Farm Station a few days ago, and although several tricyclers were in sight, no one was near enough to render service by stopping the team.

I heard a capital story the other day, relating to an occurrence of this kind, the hero of which was W. W. Stall, the well-known dealer. Mr. Stall was somewhere on the road upon a tandem, with his wife, and after being annoyed for a mile or more by two dainty dudes in a sweet turn out, who made repeated attempts to run over him, he at length dismounted suddenly at a wayside wagon repair shop, and turned the tables. Arming himself with a good, solid, hickory spoke, twisted from a broken wagon-wheel, he beat the devil's tattoo on a pair of empty noddles, until the owners were glad to get away from the neighborhood. Stall is a terror to evil doers of this description, and it would be better for the sport if there were many more like him.

And now the California wheelmen are talking of seceding from the L. A. W. ranks. This isn't Boston news by a long way, but I want to say to the California boys, as a passing remark, that no good can come from kicking up a row. There is always a recoil to the gun, and the heavier the charge the greater the recoil, and sometimes the wrong man gets but I am aware that this is a high wrong man gets hurt. I am aware that this is a big country, but six months of positive "peace on earth and good will" among wheelmen would be a new sensation. No, boys, talk over your grievances with the League official fairly and sensibly; keep the stuff out of the papers; stay in the organization long enough to be able to view your troubles cooly; and if the League is then found to be crooked, we'll all leave it together. But do let us have one Summer without somebody's being

in a broil and thirsting for gore.

There was a special meeting of the Massachusetts Club Tuesday evening, called by the committee appointed to settle up the affairs of the club. We'll give a report of it next week, as I could not learn full particulars in time to send for this issue. STYLUS.

MONTREAL NOTES.

On June 4 the M. A. A. Association held its anon June 4 the M. A. A. Association held its annual Spring games, on their old grounds, which are being cut up into building lots. The track was in fair condition and the attendance good. A Three-Mile Bicycle Race was the only cycling event on the programme. It was won by J. H. Robertson, beating E. P. Baird in fair time for the track, which has very sharp curves and a hill to climb. Baird was not in form and had great difficulty. was not in form and had great difficulty in negotiating the sharp curves.

In the athletic events the three well known Montreal athletes, W. R. Thompson, J. S. Robertson and J. W. Moffatt showing well up to form. Thompson will probably win the "All Round Championship" in New York this year.

The Hill Climbing Contest up Cote des Neiges came off Tuesday, June 14, but owing to the exceptionally bad condition of the road was not a success. However, though no man rode up

of recipient) is entitled to privileges of club on presentation of this card. It is signed by President Hodges. The Bostons are genial, wholesouled fellows, and it would not be at all surprising if some of the visitors should conclude, when Fall comes, to take up a permanent abode with their generous Summer hosts.

It looks now as though there would be some good racing at Lynn, July 4. Rowe, McCurdy is supported by President Signed By Preside

Athletics, bicycling, etc., will in future have an organ devoted to their interests here in Montreal. On June 7 the first issue of *Sport* made its appearance quite auspiciously. It is gotten out in fourpage form, 14x20 inches.

The editor and proprietor is Mr. J. Allen Lowe than whom a better man for the work before him could not be found. Until June 1st Mr. Lowe edited the sporting column of the Montreal Daily Gazette and that most efficiently.

As a business venture the newpaper promises well, for all the space that can be spared for advertising is contracted for, for some months ahead, and a a subscription list of over 2,000 already obtained. The reading matter in the first three issues is ex-cellent, the main fault being that there is such a wide field to work that each branch of sport can-

one of the daily papers says: "Then the Victoria Rifles entered the field from the West End headed by their bicycle corps and band. The bicyclists without doubt attracted the greatest share of at-tention, as they rode into the field, their neat and serviceable costumes, their thorough command over their machines and smart appearance, winning them the plaudits of the multitude. ambulance corps was composed of smart young men bearing stretchers which fortunately were not brought into requisition." Dear reader please don't think those stretchers were intended for the wheelmen.

In the evening, after the Review, the Victoria Rifles held dedication services and gave a reception in their very handsome new armory. The Bicycle Corps were requested to appear in uniform, and were envied during the dancing by their fellow soldiers in long pantaloons. Two wheelmen wore full dress shirts and vests with the jacket thrown

Montreal will send a delegation of from ten to fifteen men to the C. W. A. annual meet to be held this year at Brantford.

In the races, J. H. Robertson will represent the East in the One-Mile Championship and other short races, while E. P. Baird will compete in the Five-Mile Championship and three and ten-MILO. mile open events.

MINNEAPOLIS ITEMS.

THE STATE TOUR.

JUNE 23, 1887.

Well, the time for our State tour, of which so much was expected, has come and gone, and the tour-the shortest on record-is a thing of the past. The opening day looked dark and threatening, but seven plucky souls made a start from St. Paul at nine A.M. Near Minneapolis a hard rain forced them to seek shelter in a handy blacksmith's shop, and it was two P.M. before they finally sat down at dinner in the West Hotel.

Rain continued, and after the rains of the past week, roads were deemed too muddy for extended touring, and the trip was reluctantly abandoned. One rider had come from as far away a place as Pipestone, Minn., and the balance were divided between Winona, St. Paul, and this city.

Another trial may be made later on in the Fall,

when roads are pretty sure to be hard and smooth, and the attendance be larger.

Two wheelmen started for Cassopolis, Mich.,

the 20th, going down the river as far as Faribault, and so round into Michigan, hoping to avoid the sand-hills of Western Wisconsin.

In connection with the late Firemen's tourna-

ment at Mitchell, D. Ter., several bicycle races, both amateur and professional, were held, in which Grant Bell, of this city, took [art. No detailed report could be obtained, but in the one-mile professional the first day, Bell won in 3m. 19 1-5s., with Healy, of Mitchell, second. Eck, of this city (at present), started, but fell out at the end of the half-mile.

In the amateur races, consisting of half and threequarter-mile dashes, with one of two miles, Kidson and Smith, of St. Louis, had everything their own way. As a Dakota wind blew both days, times

were slow, and not worth reporting.

Of the two riders named above, one formerly lived at Mitchell, and both rode part way from St. Louis on their wheels.

In the five-mile professional race, the second day, Bell led nearly the entire distance, but slipping a pedal when near home, Healy won by half-a-length, amid great excitement of his fellow-townsmen. attempted to ride a tricycle against a horse, but only made the mile in 4m. 20s., the horse leading him by about 30s.

All we need here now to complete samples of first-class makes are a New Mail and Cunard, for the Springfield Roadster and Light New Rapid are now in town. I made a short trial of the Springfield, and found it easy-running, but a little awk-ward for the novice, till he gets the hang of the new stroke. The agent here does not look for new stroke. The agent here does not look for much trade, the sample arriving too late for that, but will be satisfied if he places three or four this season to start with. The wheel looks every way as well-made as the sample shown here by Hendee, and much resembles an Expert in lines and finish

The Light New Rapid is much on the lines of its heavier brother, and weighs just three-quarter pound less than a Col. Lt. Roadster of same size, one scaling thirty-nine pounds, the other thirtynine and three-quarter pounds, both ready to ride. The bearing-case to the New Rapid is very narrow, looking more fit for a racer than roadster, and appears to be held in place by a slight taper of the

Tuesday evening the Mercury Club took a run to Lake Calhoun via Hennepin, and from there to Diamond Lake and return, covering about fifteen miles. At the ice-cream discussion that followed, the idea of an illuminated parade of wheelmen, to come off in three or four weeks, was broached, and I see no reason why it should not be a go. Given a large number of club-members, a still larger number of unattached, fine wide avenues for the parade to disport itself on, and energetic management to carry out the plan, there should be such a "gathering of the Clans" as this city has never seen. Pointers may be obtained from the St. Louis boys, in regard to detail, amount of lanterns necessary, etc., and with proper announcement through the Division, (large D) plenty of outside wheelmen would attend. Let us not be outdone by other cities, if the project is once taken up.

Karl Kron's book is here at last and he should

not complain of the amount of free advertising the trade here is giving it. The placard of "Ten Thousand Miles on a Bicycle," and the evil visage of "Curl" stares at me from every window devoted to the bicycle trade. That "dorg" may have been an angel of light and sweetness, but his looks belie him, and if such a visage looked at me while riding by a farm-house, I should involuntarily tuck both feet over the handle-bars, to be well out of reach.

Don't make this a personal matter, Karl, and take up the cudgels in behalf of the late lamented, for I never knew the dog, but speak theoretically, basing conclusions on his picture. L. B. G.

ACROSS THE CONTINENT.

THE PLAINS OF "PRAIRIE" AND HILLS OF "HAWK-ARE ALIKE PASSED BY THE EYE' CYCLING TOURIST.

"Hey, boys! Hey! Five o'clock and time to gi eout," was the rather peremptory summons which awakened us from a sound slumber Wednesday morning, and for a full moment we stared at the bucolic apparition before our startled gaze.

"What in the great horn spoon,—oh, beg pardon,—you are the farmer, ain't you?"
"Yas; and if ye boys don't git eout, you don't git any breakfas', bet your boots on thet."

We needed no further advice. When you talk about losing your breakfast, you can count me out of the debate, and in less than a jiffy I was down, and loading up with a genuine old-fashioned farm breakfast. About 6:30 we sprang in the saddle, and pushed slowly over some terrible rough roads to Mendota, nine miles away, reaching there at 7:45. Better roads greeted us to Saulville, eleven miles farther, and we began to make time, running into Dover, twenty-nine miles from the start, at twelve o'clock. Dinner over, we sailed out for Princeton, five miles, to the time of 2:15, and entered Wyanet, eight miles westward, at 4:15. From here to Sheffield, nine miles, an elegant path was encountered, and we run it in one hour. Sup-per over, we started at 6:30, passed Mineral, five miles, at 7:30, and put up at Annawan, sixty miles from the start, at 8:15. We were fondly congratulating ourselves on a likewise fair run over the balance of the "Sucker" state, but alas for human frailty, our flagrant hopes were doomed to a sad disappointment. With light hearts we einbarked Thursday morning at seven o'clock, and pulled into Atkinson, six miles, one hour later. Fair sailing accompanied the journey to Geneseo, nine miles, and here we stopped until eleven A.M., impressed with the place, the sun, and—and a little

Pushing out, five miles beyond Geneseo, we struck a bad road. This gradually grew worse,

then horrible, and finally by the time we reached Colona, fourteen miles away, at two P.M., we were ready to give up the ghost and lay down and diekick our mortal bucket without a murmur. Reader, if you have ever mounted a sandy hill one mile long, and no side path, you will know exactly our bill of fare that day. Oh! vecvelists, shun Colona, Centre." Riders of all ages and of all machines if you have ever mounted a sandy hill one mile long, and no side path, you will know exactly our bill of fare that day. Oh! ye cyclists, shun Colona, Illinois—give it the widest berth possible, or you will live to regret it. The getting thereto was bad enough, but being compelled to eat cold mutton, hard bread and dirty coffee with possible. hard bread and dirty coffee, with no potatoes, overflowed our brimming cup of agony, and we left that town at 3:30, vowing vengeance upon the luckless chap whose advice sent us there. Somebody hold us when again we meet, or there will be gore spilled. One mile out we cross Green river on a ferry scow, and then climb a big mountain, run eleven miles over clay and ruts to Moline, The only ridable part of these eleven long weary miles was a long coast right into the city we entered at six o'clock, and spent one hour for tea. Thirty minutes later we were in Rock Island, doing up that bustling western burg, digesting a big morsel of mail, and answering questions by the wholesale.

"What makes you in such a hurry?" queried

one interested gent.

"Well, if you had ridden the wheel from York here, and been out in the rain and mud half the way, you'd take a first mortgage on the improve-ment of each shining hour, and a good many that don't shine.

A trip down Government Island, with its vast aggregation of armored and naval manufactories, arsenals, magazine, yards, parks, etc., is one of the most delightful things we absorbed at Rock Island, and furnish food for many instructive moments, mingled alike with wonder and admiration. are ever and anon gazing, awe-struck, and enam-ored, upon the placid bosom of the majestic Mississippi, "Father of Waters." No wonder that historical old cove, DeSoto, laid himself down to die on the banks of this mighty, this magnificent stream. Long and intently is our gaze fixed far adown its winding course, illuminated by a thou-sand sparkling jets of light, fast multiplying in the gathering gloom. Anon a steamer pushes out from either shore and sending a shower of spray over her bows, plows through the sluggish current to either shore. Vast rafts of logs come floating down silently with the current, impelled by a force, slow, but irresistible. Enraptured, we wheel over the long suspension bridge to Davenport, and put up at the St. James Hotel, directly on the river up at the St. James Hotel, directly on the river front. Forty-six miles for the day, is all we can figure up, and though discouraging, it is a fact, nevertheless. A cold, hard, adamantine reality, unalloyed and unadulterated. Five o'clock sees us in the saddle next morning and pushing away to Blue Grass, ten miles, for breakfast. we mount and ride on to Sweetland Center, fifteen miles, and pull up at Muscatine, seven miles from this, at 12:30. Here we take dinner and meet this, at 12:30. Here we take dinner and meet several jolly cyclist, among whom, F.W. Grosheim, comes in for a big share of our praise. With him we wheel out of Muscatine at 2:30, and reach West Liberty, twenty-one miles away, at six P. M. Put-ting up at the National Hotel we partake of as fine is but a small town, but it certainly boasts of an excellent hostelry, and that is the National. At seven o'clock, accompanied by Lew Dumar, a new acquaintance, we ride away to Iowa City, eighteen miles, thus completing seventy one miles for the day, in about eleven hours. Three-fourths of this was good wheeling, the balance poor. The St. James again harbors us over night, and we turn James again harbors us over night, and we turn in at ten o'clock, to be awakened at six by a confounded old electric bell. Nothing loth we must rise, and do so in exceedingly bad humor. Two hours later we are eating breakfast at Tiflin, nine miles away, and at 12:30 we dine at Homestead, fifteen miles further. The sun is fairly broiling, and a warm, sultry breeze makes navigation a torture. At 2:30 we resume the weary march and mass South Amans one hour later, pushing into Marengo, twelve miles, at 4:30, and just in time to seek protection from a regular old lowa tornado. With a suddenness which baffles discription, the storm was upon us, and for one hour it rained pitchforks, or very like it, with a few intervals of terrific hailing, as a diversion. This settles riding for the day, and we proceed to get a good bath, and supper. Rising at eight Sunday morning, we atsupper. Rising at eight Sunday morning, we attend divine services, get a bounteous dinner, and at one P. M. set out for Brooklyn, a distance of twenty-two miles, reaching there at five o'clock Luncheon over, we remount and capture Grinnell, sixteen miles west, at nine P. M. Some terrible

Riders of all ages and of all machines are here met-enthusiastic and alive to the issues of this delightful pastime, and ever ready to stretch for the hearty hand of welcome and good cheer. "Long live the Grinnell Bicycle Boys" is rooms. Monday dawned dark and dismal, and it was eight o'clock before we struck out. After running and walking, at intervals, for seven miles, a grand thunder shower comes up and relegates us to an old forsaken and dilapidated shanty that once did service as a house, but in the long forgotten ages. We were not alone in misfortune, for along came a belated farmer to share our portly hovel and our lonely companionship. He was a bucolic way thro' and a typical old chip from the venerable Yankee

"Wall young un, what yeou doin way out here on that velocipede?"

"Seeing it rain at present."
"Where ye from?"
"New York. Ever been in New York?"
"Yaas, an' I've bin all threu Vermont teu.
Great place for farmin aout thare, eh?"

"Yes, we raise immense quantities of cheese, politicians and gum chewers out our way."

"Yeo, we manufacture political bombs, campaign clubs and boodle aldermen."

'Oh, git eaout, ye air teou smart to live young Better go and hire out as a caouw boy.

"Ah, you've been there, have you, and they graduated you in a minute. Ta, Ta, old Yankee Doodle, we'll see you later.

And with that we once more sallied forth and entered Kellogg, seven miles farther, at eleven o'clock, considerably the worse for mud. Dinner over, at 3:30 we set out for Newton, ten miles farther, and reached there at five o'clock, just in time to escape another shower. Newton is a quiet town and we are glad to leave at 9 30, Tuesday morning, just as soon as the roads were tolerably dry. A run of twelve miles brought us to Colfax dry. A run of twelve miles brought us to Collax in time for dinner, and at one P. M. we embark for Mitchellburg, six miles away, and reach Altoona, seven miles farther, at five o'clock. Supper over, we push on to Des Moines, over tolerably fair roads, eleven miles away, in two and one-half hours. Here we register at the "Aborn," and saunter forth to gather acquaintances. A jolly lot of boys infest the capital city of Iowa and they take great pride in showing us the fine points of their pride in showing us the fine points of their prided place. Wednesday proved to be a cool, cloudy day and we resume the march at 7:30 A. M. pushing away to Waukee, seventeen miles, over clay and against a terrific gale in three hours. From here to Adee we walk seven miles and take dinner, leaving there at one P. M. Re field, twelve miles farther, is reached after some tremendous hill climbing at 3.30, and Dale City, nine miles west, appears at 5.15 with somewhat better roads. From here to Glendon, three miles, we climb again and occupy one hour in the occupation. Supper over, we strike out for Casey, and are told to go directly southwest After following this advice for an hour, we suddenly come to an abrupt terminus of the road. No farther track is apparent, and we are miles away from the nearest habitation. No fences along the road and surrounded by acres of barren fields. Visions of being

LOST ON THE PRAIRIE

flit before our startled vision with lightning-like rapidity, and long and earnestly we scan the horicon for some sign of life. Occasionally the dim outlines of a farmer's house looms up like a speck in the far distance, while the last glinting rays of a slowly setting sun, cast weird, grim and ghostly shadows over the undulating plain. Far to the eastward we discern, in the gathering gloom, the uncertain existence of a telegraph line, and set out, by roundabout ways and prairie paths for that beacon of safety. Striking the line, we find a rideable road and turn southward. Three miles and we espy lights. Hurrah, a town, and it proved to be Menlo, seven miles south of Glendon and seven east of Casey. We have run twelve miles from Glendon, so are five miles out of pocket. We do not begrudge the five miles for the excitement of our chase was worth more than that. Ah, 'tis sweet and soothing to the cycler to shadows over the undulating plain. Far to the

get into exciting predicaments and reach, if you ride a bike, you will recognize at once the immense sport we had in being actually lost on the prairie. Leaving Menlo early the next morning, we ate breakfast at Casey, seven miles away, at 7.30, and thence encountered the most terrific hills imaginable to Adair, eight miles away. High over mountains, deep down into unfathomable vales we plod our weary way, no fence to guide or land-mark to direct. Here and there a lonely farm cottage, and surrounded on all sides by vast fields of corn—corn in all stages of growth, and an occasional patch of oats, or wheat. Ten more miles of this kind of riding and we push into Amita, at twelve M., tired and hungry as a starving bear. This is a town of but seven hundred inhabitants, but it supports two newspapers and a dozen or more stores of various branches of trade. At one P. M. we pass onward and over some hard roads to Wiota, eight miles in one hour and a quarter—the best riding of the day. This is because the road followed the railroad line and not section lines, as is usually the case in this wild western wilderness. Nine more miles of fair running and we wheel into Atlantic, the best country town by all odds we have seen in Iowa, at four P. M. Under the advice of Messrs. Tarshay, Whitney, and Midles, of the local bicycle club, we push on via Marne, eight miles west, and take supper. The gentlemanly proprietor of the Marne house will accept no remuneration for the privilege, and we freely recommend all hungry cyclers to his care and consideration. From Marne to Walnut we have seven miles of fair sailing, and still better to Avoca, eight miles farther, where we pull up for the night at 8:30, with a total mileage of sixty-five for the day. This, we are assured, is good—very good time—and we retire at peace with all creation and explicit orders to be called at five o'clock next morning. The place we are stopping at is a new hotel with no carpets and but few furnishings; but it is recommended as "the best in town," and so we accept the case and consider it so. We will tell you all about Council sider it so. We will tell yo Bluffs and Omaha next time. GEORGE W. NELLIS, JR.

Avoca, June 23.

THE SOUTHERN TRIP OF TWO BOS-TON WHEELMEN.

Captain A. D. Peck, Jr., and Lieutenant M. Burr, of the Massachusetts Club, have completed all arrangements for their proposed wheeling trip to Washington. The tour will occupy eighteen days, and during that time about three hundred and fifty miles will be covered by them on their wheels. Most of the riding will be done between four and nine o'clock A. M. and five to seven P. M., so that they will not suffer overmuch from the heat.

The start will be made on Thursday evening at six o'clock from Captain Peck's residence. They will ride to Canary Cottage, Milton, where they will be entertained by members of the Massachusetts club, who have taken the cottage for the Sum etts club, who have taken the cottage for the Summer. Leaving early the next morning they will ride to Walpole for breakfast. Here they will be joined by William Bunting, who will accompany them to New York. Dinner will be taken at Providence, and from there they will go by train to New London, arriving in time to witness the college boat race. The next morning they will take the steamer to Greenport. L. I., and there wheel twenty one miles to Riverhead for there wheel twenty-one miles to Riverhead for dinner. In the afternoon twenty-seven more miles will be wheeled to Bellport, where the night will will be wheeled to Bellport, where the night will be passed. The next day they will wheel thirty miles to Amityville for dinner. Here they will join the Brooklyn Club. That afternoon twenty-eight miles will be covered and the night passed at Jamaica. L. A. W. Consul Waters will entertain the tourists here. The next evening they will ride to Brooklyn, where they will be met by W. H. DeGraaf of the Harlem Wheelmen. During the DeGraaf of the Harlem Wheelmen. During the day they will also be entertained by members of the Citizens Club. The next day will be spent about New York city, and the following at Coney Island. From there they go to Newark, passing the night there, and the next morning riding to Orange, where they will be taken care of by Captain Porter of the Orange Wanderers. After sampling the beautiful roads of the Oranges they will ride to Plainfield and continue on to Somerville, where the night will be spent. The next morning they will wheel eighteen miles to Hopewell for dinner, and then fifteen more miles to sampling the beautiful roads of the Oranges they will ride to Plainfield and continue on to Somerwille, where the night will be spent. The next morning they will wheel eighteen miles to Hopewell for dinner, and then fifteen more miles to Trenton. Here they will pass the night and receive the hospitality of the Trenton Club. A ride of twenty-one miles the next morning will bring them to Philadelphia, where a day and a half will

be passed. Then they will wheel to Wilmington, Del., distant forty-eight miles. The train will be taken from there to Washington, where two days will be spent under the care of Captain Seeley of the Capital Club, who will show them all the sights. Returning by train a day and a half will be passed in Baltimore, and there the steamer will be taken for Boston, stopping one day at Norfolk.—Boston

THE KINGS COUNTY RACE MEET.

This popular Brooklyn club held its annual Summer race meet at the Brooklyn Grounds on Saturday P. M. last. As usual, it was a success. A well dressed crowd, particularly distinguished by the number of ladies it included, completely filled the grand stand; the open stand was fairly patronized by men and boys with a bit of sportin' blood in their make-up; the weather was perfect, in fact, regular K. C. W. weather, than which, nothing more can be said. The track was not so good as usual, owing to the heavy rains of Friday night, but fortunately no serious falls have to be recorded.

The grounds were prettily decorated with flags and bunting, the green was prettily trimmed, and altogether made a pleasing arena. The races were altogether made a pleasing arena. The races were run off with that promptness which is character-istic of the meets of this club. The absence of music was commented upon by those who had at-

tended previous meets.

tended previous meets.

The racing was very interesting, the handicapping being of better quality than has usually been furnished by the o. h. The features of the day were the coming together of Powers and Rich, and the remarkable riding of H. L. Powers. The track is a fifth lap cinder path, on which fast time is impossible. The best time ever recorded is about 2m. 59s, by Rich, at a K. C. W. tournament. In estimating the time values, three minutes may be considered equal to 2m. 45s.

The officers of the day were: Referee, G. R. Bidwell, C. B. C.; Judges, A. B. Barkman,

The officers of the day were: Referee, G. R. Bidwell, C. B. C.; Judges, A. B. Barkman, B. B. C.; C. H. Luscomb, L. I. W., T. C. Smith, C. B. C., W. J. Savoy, I. B. C.; Scorers, F. H. Douglass, K. C. W., G. C. Pennell, E. W., W. H. H. Warner, L. I. W.; Clerk of Course, J. A. Loucks, K. C. W.; Assistants, C. I. Long and T. Snyder, K. C. W.; Starter, F. M. Price, B. A. A.; Umpires, F. W. Loucks, K. C. W., Dr. E. W. Johnson, H. C. W., C. Schwalbach, K. C. W., R. F. Hibson, K. C. W., E. Mason, C. B. C., F. S. Miller, U. C. W.; Timekeepers, W. H. DeGraaf, H. W., D. Morehouse, B. A. A., W. W. Robertson, B. A. A.; Official Reporter, F. W. Burns, B. A. A.

B. A. A.
One-mile Novices. First Heat.—W. H. Caldwell, E. W., 3m. 20 4-5s.; J. W. Bate, N. W., by 3 yards.; Wm. Schumacher. L. I. W., o.; J. H. Mellor, N. W., o.; Second Heat.—H. L. Bradley, I. B. C., 3m. 14 2-5s; W. L. Richardson, I. B. C., by 15 yards.; F. St. John, A. W. C., by many vards; W. Heyny, Jr., New York City, o.
Final Heat.—Bradley, 3m. 19s.; Caldwell, by a length. Both these men had ridden in other races previous to the novices' final, consequently

previous to the novices' final, consequently both were rather tired. They raced from start to finish, as if tied together, but the Ilderan man held his yard lead from start to finish. The first and second men in the trial heats should have been in the final, which would have made it more interest-

One-mile Novices Kings County Wheelmen,-

One-mile Novices Kings County Wheelmen.—
L. W. Beasley, 3m. 23s.; John Knox, second; R.
W. Steves, o.; G. L. Courtenay, o.
Two-mile Handicap.—J. W. Powers, Jr., H. W.,
forty yards, 6m. 19s.; H. L. Powers, New York
City, one hundred and twenty-five yards, by a few
yards; T. W. Roberts, Ariel Wheel Club, Poughkeepsie, one hundred yards, third; W. II. Caldwell, E. W., one hundred and fifty yards, o; C. A.
Stenken, H. C. W., sixty yards, o; E. C. Parker,
II. W., two hundred yards, o; Powers had no
trouble in winning, going away nicely on the last trouble in winning, going away nicely on the last lap, and pulling younger Powers out of the crowd, after Roberts had tried in vain to scalp him. Parker made a prominent showing till a lap from home, when he was lost in the final rush. never seemed to get up, and consequently disappointed his many friends; doubtless, the small size of the track and the sharp corners told against

ing the entire distance one and four-fifths miles. First three laps.—L. W. Beasley, K. C. W.; A. T. Steiner, H. W., by one hundred and fifty yards; Steiner fell on first lap, and this let the K. C. W. man so far ahead, that the Harlems had no further man so lar ahead, that the Harlems had no further chance. It would have been a nice courtesy on the part of the K. C. W. man to have slowed up until the Harlem man got level again. Second three laps. —J. Knox, K. C. W., E.I. Halstead, by one hundred yards. Halstead rode well and gained about fifty yards on Knox. Last three laps and finish.—A. B. Rich, K. C. W., first; J.W. Powers, H. W., by twelve yards. Rich got away one hundred yards before Powers, and rode leisurely to the finish, so that the expected brush between these two did not take

Half-mile Boys' Race.—H. L. Powers, 1m. 37 2-5s.; B. A. Kellum, second, by two lengths; Willie Rider, o; Paul Cavanaugh. o. This was a mere excursion for "Little" Powers, who merely held the field safely from start to finish. Kellun showed good form, for the time is not half bad. One mile Ilderan Bicycle Club Championship.

H. L. Bradley, 3m. 11 4-5s.; H. Hornbostel, second, by a few lengths; Ed. Hornbostel. Jr., by a yard; W. L. Richardson, did not finish. This was a good race from start to finish, the battle between the brothers Hornsbostel being very exciting. First E., then H., would lead, but fortune and a good spurt favored H., and he just beat E. at the tape.

One-mile Handicap.-H. L. Powers, H. One-mile Handicap.—H. L. Powers, H. W., seventy-five yards, 3m.02 I-5s.; A. B.Rich, K.C.W., scratch, by a yard; T. W. Roberts, A. W. C., six yards, third; J. W. Powers, Jr., H. W., twenty-five yards, 0; E. C. Parker, H. W., one hundred and twenty yards. 0; J. Knox, K. C. W., sixty yards 0; L. W. Beasley, K. C. W., ninety yards, 0; W. H. Wells, I. B. C., ninety yards, 0. This was the event of the day. It was well known that was the event of the day. It was well known that there was some rivalry between Rich and J. W. Powers, and a hot race was expected. At the pistol shot, Rich darted away like a meteor, rushed round the first turn, and shot down the homestretch, rushing past Powers at one hundred and fifty yards from the start. Meanwhile the long men were making good use of their time and kept bustling along close together. At half a mile Parker and Roberts were making pace at the head of the procession, with H. L. Powers several lengths behind, and A. B. Rich pretty close up, with Jesse Powers some twenty yards behind. When the bell rang, Rich got up past H. L. Powers and went after the limit men, only a few lengths away. Turning into the homestretch he lengths away. Turning into the homestretch he put it all on, and his victory was a foregone conclusion. About forty yards from the tape he just nipped them, but H. L. Powers furnished a com-plete surprise by rushing out from the ruck and actually beating Rich over the tape. Jesse Powers had done some remarkable work on the last lap, gaining some twenty yards on Rich in the last rush. Three lengths would have covered the first four men. Too much praise cannot be awarded H. L. Powers, not alone for his speed, but for his head work and pluck, for there are few boys who would "tackle" and successfully "tackle" such a man as Rich on a home-spurt. Powers is but fifteen years of age; is a brother of J. W. Powers, who coaches him on the path, and to whose brotherly care much of "Little" Powers' success is to be credited. Another older brother, who de-clares he will race next year, also keeps an eye on Powers, who was so friendly to the wheelmen's interests, and whom we felicitate on his boys' success. "Little" Powers was undoubtedly the best man at the races, with the exception of Rich and J. W. Powers. As for the Brooklyn "Pet," he looked well and strong, but he must have been out of condition, and doubtless his grand rush took a good deal out of him. He has thickened out re-markably over the winter, and if he competes this year-and we sincerely hope he will-we look for better form than he has ever before shown. Jesse Powers showed off a remarkable spurt, but yet lacks the do-or die style of an old racing man, and

One-mile Ride and Run.—E. I. Halstead, H. W, 4m. 43 1-5s.; F. W. Montgomery, second by several lengths; J. W. Bate, C. C. C., third. Halstead showed superiority both in the run and

ride and had no difficulty in winning.

Five Miles, N. Y. State Division, L. A. W.,
Championship.—A. B. Rich, K. C. W.; 17m. 19s;
J. W. Powers, Jr., H. W., second, by a
few lengths; T. W. Roberts, A. W. C., third;

E. C. Parker, H. W., o. A very uninteresting procession till the last lap, Rich laying third and Powers fourth. When the bell rang, Rich rushed ahead, with Powers after him; but the latter was too far behind, and though he gained all the way, was beaten a few lengths. It is contrary to the ethics of racing, to allow a man to have a lead of twenty yards, at the bell stroke especially, if he is a scratch man.

One-mile Consolation.—H. Hornbostel, 3m. 12 4-55.; Ed. Hornbostel, Jr., by a yard. The Hornbostel family did itself proud in this race, running away from the rest of the field.

THE NEW JERSEY MEET.

The preparations for the State meet and the races on the Fourth are now about complete, and it is certain that only a pleasant day is needed to bring out to the Oranges the largest number of wheelmen ever gathered there. One of the local papers estimates the number at 3,500—a curious exaggeration; but the number will be very large.

The parade will be a rather short one, through a

the principal streets, and will end at the

All wheelmen are invited to report at headquarters—the Orange Wanderers Club rooms at

Brick Church-immediately on arrival. Those who have not procured tickets to the races in advance can secure seats there from the

committee. The official advertisement can be found in another column.

A TRACK FOR NEW YORK.

I dropped into THE WHEEL office the other day and after taking up considerable of the editor time in a manner hardly profitable to himself, was directed as a penalty to prepare some "copy" for that very able journal. While it certainly is a long while since I have taken up the pen in the interest of cycling, still, although living in a region of impassible roads, I keep alive my interests by a careful perusal of the various cycling

While comtemplating as to what subject to introduce and inflict upon THE WHEEL'S readers, an item appeared in the shape of Will R. Pitman, who is always a source of information of a cycling nature and, as I have known "Pit" for a long time, I do not hesitate to use him to help fill up a half column.

The chief topic of course was racing, past and prospective, and the removal of the chieftan Ducker to Buffalo was first touched upon as affecting the possibility of a race meeting in Springfield. We concluded that the chance of a tournament this year in that place was slim indeed, and it was not without regret that we looked upon the big hurrah time as a thing of the past, for Springfield has always been the great success of the year, as to attendance and racing, and possibly few are in a position to appreciate the labor necessary in projecting an affair of that kind better than myself.

It appeared that Hartford would this year be the great card, as Lynn is too far removed to interest beyond its immediate vicinity. They always have good race meetings at Hartford. The man agement is excellent, the audience refined, and the racing up to record standard. Next to Hart-ford comes Roseville, although the plans for a tournament have hardly been formulated. The July Fourth meet will be a success no doubt, as a Division affair naturally claims support from the wheeling element, that will serve to attract numbers who who would not otherwise attend, and the prices are certainly low enough to command the

attention of the economical Jerseyman.

But what about New York? Why not have a track right at hand inquired Pit, whence the boys could train at all hours without sailing across the sea, and through the tunnel to the better place sea, and through the tunnel to the better place beyond. Very good, but where is the financial support to come from, and where would you lo-cate the track? At Jerome Park, inside the driv-ing circle, a third of a mile course could be con-structed at a slight expense. Your grand stands are in position. The place i popular and easy of access, and a meeting there would doubtless be a success, if properly worked up. A combination of the clubs could easily be effected and, if the necessary permission could be obtained, it would only be a question of time before New York would be the

a question of time before New York would be the centre of attraction from a cycling stand point.

Pitman, said I, you are enthusiastic, but still I will give your ideas space in THE WHEEL, and perhaps some of its readers will deem the matter of sufficient interest to promote discussion. Let's hear from 'em.

VETERAN No. Two.

WHEEL GOSSIP.

Brookline, Mass., will have a meet on July 4. Nelson, Rhodes and Crocker are training at Lynn.

Getchell, Whitten and Danforth are training at

Lynn, Springfield, Newcastle and Roseville will have meets on July 4.

Henry E. Ducker, has cast his lot with the printing concern of Gies & Co., Buffalo, N. Y.

E. Hale and F. S. Buckingham, two English promateurs," have been reinstated in the amateur

A number of young men at Independence, Kansas, have formed a syndicate and published a

Stenken, Hall, Rich and other local flyers and would-be flyers started training at Roseville on

The Mail and Express recently published a column of Thomas Stevens' cycling experiences in the East.

The Springfield Printing Company presented Mr. Duzker with a handsome gold chain and seal, on his departure from Springfield.

The residents of Martha's Vineyard have appropriated \$500 for the entertainment of the Mass. L.A.W. Division, which will meet there in August.

London, June 25.—A five-mile bicycle race took place to-day at Alexandra Park. Lees won by five yards. Woodside was fourth, fifty yards behind the winner.—Cable.

The Ruralistic Bicycle Club, of St. Joe, Kansas, is a prosperous body of fifteen members. It has very comfortable rooms at the corner of Third and There are thirty riders in the city.

California talks of seceding from the League. Her proxies have been thrown out, the Uniform Committee have failed to establish a place for delivery in California, and the Racing Board has failed to award her an L. A. W. championship.

Fast time in Germany-Some remarkably good times were made at a grand tournament, held at Frankfort-on-Main, Sunday, June 7. Medinger opened the sport by breaking the Kilometre record, doing Im. 35 4-5s., the record being Im. 38 1-5s. Later in the day H. O. Duncan rode a mile in 2m. 38 2-5s., the best previous German record being

Events of Springfield meet, to be run July 4: One-mile novice; one-mile race for boys under fifteen years of age on roadsters; first heat of club race (one mile); one mile, 3.20 class; directors' race, half-mile (go-as-you-please); second heat, club race (one mile); one mile, open; final heat of club race (one mile); one-mile handicap; consola-

Howell vs. Woodside-The two champions had a ten-mile race at Coventry, on June 12. Woodside cut out a grand pace, but was beaten by Howell just The times at four and five miles were close upon record; one mile, 2m. 48s.; two miles, 5m. 43s.; three miles, 8m. 44s.; four miles, 11m. 39 2-5s., five miles, 14m. 30s.; ten miles, 29m. 42 1-5s. After the race Temple pedalled a flying start quarter-mile in 32 1-5s., which is the fastest flying quarter ever recorded.

The events of the Lynn Race Meet, to be held The events of the Lynn Race Meet, to be field July 4, are as follows: One-mile novices, prizes, a gold and silver medal; three-mile amateur, 9m. 10s. limit, for a silver watch and gold ring; three-mile professional handicap, \$35, \$25; mile boys, seventeen years and under, for a gold medal and a silver medal; two-mile tandem tricycle, two gold-based capes and two gold watch charms; two-mile tandem tricycles. headed canes and two gold watch charms; twomile bicycle handicap, professionals, \$25, \$15; two-mile handicap, parlor clock, pair French opera glasses, gold watch chain; mile bicycle run and ride, pair French opera glasses, silver cake

The fifth annual meet of the New Hampshire Division of the League of American Wheelmen, which is to be held at Manchester on July 4, premises to prove an exceedingly pleasant affair. The programme of the meet, in brief, is as follows: Eight A. M., run to Fletcher's Island; ten A. M.,

The Warren, Mass., Wheel Club, under command of Captain Savell, will make a three days' run to Gloucester, Rockport and vicinity, taking in the famous run around the Cape. The start will be made from the new club room at start will be made from the new club room at 13 Walnut avenue, Saturday, July 2, at 12:30 P. M., going by way of Chelsea ferry, Lynn and Salem. Supper will be had at the Pavilion at Gloucester, which will be the headquarters of the club on the trip. The run around the Cape will be made on Sunday morning, and the return to Boston on Monday, July 4. About fourteen members of the club will go, and several unattached riders. Any rider in Roxbury or vicinity who would like to participate is cordially invited to riders. Any rider in Roxbury or vicinity who would like to participate is cordially invited to dations may be secured in advance. This is a run much liked by wheelmen, and, with good weather, a glorious time is assured.

W. A. Illston, in an interview with a correspondent of the Glasgow Evening News, said: "Rowe is undoubtedly the best cyclist I have ever seen. I ran against him two years ago in America and he beat me, although he was only coming out then. He is a different man altogether now. He has done the mile in 2m. 27s.—a very wonderful performance indeed. I believe," continued the champion, "that the tracks in America are much faster than in England; they are half mile tracks. My best time there was 2m. 39s." Referring to the recent English-American matches Illston was decidedly of opinion that the matches Illston was decidedly of opinion that the recent matches between Howell and Woodside were genuine in every respect. "You see," he explained, "they were International affairs, and it was very unlikely that that being the case they would be 'faked.'" Asked his opinion of Howell, Illston smiled and confidently remarked: "I don't think there's nowhod wing row who see heat." don't think there's anybody just now who can beat him. Yes," he went on, "Temple is a good man, and he is the fastest pedaller ever I saw; he rides a 53½-in.

HOWELL vs. TIME.

Last Friday, June 10, at Coventry, R. Howell made a successful attempt to lower the English professional mile record. The champion made his appearance on the track at about 7.30 P.M. At the time of the start there was little wind, although he waited some minutes for what there was to drop, which it did not do. The track had been swept carefully during the day, but was still some-what wavy and rough. The affair having been what wavy and rough. The anair having been noted during the day at Coventry, some five or six hundred spectators put in an appearance. The pacemakers were Battensby and Birt, and the former started with a ten-yard lead, riding the first lap and a-half, Howell then going on for half a lap by himself and overhauling Birt, who rode a lap by himself and overhauling Birt, who rode the next lap and quarter, Battensby again finishing up the last half lap. Howeil started somewhat slowly, the first quarter occupying 40s., and he was outside record at the half-mile, but at the three-quarter mile he successfully beat the scythebearer, and riding the last lap in a hard chase after his pacemaker, finishing the mile in 2m. 35 I-5s., which is some 3s. better than the previous English professional mile record held by Lees. The times made were as follows:

made were as follows:

1/4 mile
1/2 ''
1/4 '' om. 40s. 1m. 18 1-5s. *1m. 56 1-5s. . . *2m. 35 I-5s.

* English professional record.

The times were taken by Mr. H. Sturmey (Cyclist), checked by seven other watches. The opinion of those present was that had Howell been favored with faster pacemakers, he would have got a sec-ond or two under the time accomplished, and we believe he has never been riding in better form than he is at present.—The Cyclist.

ESCORT TO THE NEW JERSEY MEET.

At a special meeting of the New Jersey Wheelmen, held June 20, it was decided that the New Jersey clubs be notified, through the medium of the cycling press, that committees will be in waiting at the various depots (or other points) to escort them to whatever place may be designated as their headquarters during their attendance at the State meet. Members of the club will be at the service formation for parade at Manchester House; 10:15
A. M., take cars to Lake Massabesic; 12:15
House 2:45 P. M., business meeting; 3:15 P. M., run, at which time photograph will be taken. The Marshal of the day will be Chief Consul Bennett and his aids, C.A. Hazlitt and A. N. Dow.

Members of the club will be at the service of visiting wheelmen on Sunday to escort them through the Oranges and introduce them to the points of interest in and around Newark. Club Secretaries are requested to notify the Secretary of the New Jersey Wheelmen as to the route traveled and the time they expect to arrive in Newark, and his aids, C.A. Hazlitt and A. N. Dow.

C. Dennison, 880 Broad St.

"TOMMY" TO "BILLY."

The Harlem Wheelmen will take a run to Philadelphia on July 2, 3, and 4, to which several wheelmen have been invited. In response to an invitation, Mr. W. H. DeGraaf, of the Harlem Wheelmen, received the following remarkable document from "Tommy" Smith, of the Citizens:

Dear William, if I'm not too late, Thou wheelman strong and tough Who always takes thy whiskey straight, And never gets enough;
I'll go with t ee to Quakerstown
The Fourth of next July; We'll do the thing up neat and brown And show that we are fly. Please let me know which boat to take, And I will be on hand With wheel, and all equipped to make One of the festive band. No scorching, mind thee, sure but slow, 'Tis thus we'll forge ahead, And thou canst bet that as we go We'll paint the country red, H. D. Yours faithfully, T. C. S. To W. H. D.

COOPERSTOWN, N. Y., NOTES.

The wheelmen of this village and vicinity met The wheelmen of this village and vicinity met at the Cycle Agency last week and organized a club. The name adopted was taken from one of J. Fenimore Cooper's books—"The Pathfinder." The Pathfinder Club elected Mr. E. Sliter, Captain; Mr. W. S. Russell, Secretary; and Mr. E. Ayres, Treasurer. Temporary headquarters at the Agency. Club runs will be indulged in frequently, and in September the club expects to have a series of races on their new track. Visiting wheelmen will be cordially welcomed.

PATHFINDER.

A BATCH OF RECORDS.

At the Crystal Palace tract, London, on June 8, T. R. Marrio't made an attempt to ride 300 miles in twenty-four hours, but stopped after riding 150 miles, breaking records from 100 to 150, as follows:

Miles, H.	M.	s	. Miles. н.	м.	s.
1017	56	18 2-5	126 9	59	II 2-5
1028	0	5234	12710	4	3 4-5
103 8	5	27 3-5	128 10	8	43
1048	10	I 3-5	12910	13	43 2-5
1058	1.4	32 4-5	13010	18	25 2-5
1068	18	56 2.5	13110	23	14 2-5
1078	23	18	13210	28	3 T-5
1088	27	37 3-5	13310	33	24 2-5
1098	32	I 3-5	13410	37	56 1-5
1108	36	21 2 5	13510	42	31
811	40	44 3-5	13610	47	8 2-5
1128	45	8	13710	51	47 I-5
1138	49	25 2 5	13810	56	24 2-5
1148	53	47 2 5	13911	1	9 1-5
1158	58	14 3-5	140 11	6	0 2-5
1169	2	40 2-5	14111	IO	58
1179	7	7 3 5	14211	16	4 3-5
1189	ΙI	31 2-5	14311	21	12 2-5
1199	16	ο .	14411	26	21 4-5
1209	2)	31 3.5	14511	31	33 1-5
1219	35	28 1-5	14611	36	31 3-5
1229	40	9 1-5	14711	42	5 1-5
1239	44	50 2-5	14811	47	22 2-5
1249	49	4I 3-5	14911	52	43 I-5
1259	54	22	15011	58	4 2-5

TESTIMONIAL TO MR. DUCKER.

Henry E. Ducker has left Springfield for good. Friday evening he was tendered a farewell reception by the Springfield Bicycle Club, of which he has been so long the President. Among the many testimonials showered upon him was the following from the Club, through its Secretary:

DEAR SIR: At a regular meeting of the Spring-field Bicycle Club, held June 7, on motion of A. O. McGarrett, you were unanimously made a life member of the club. It is with feelings of sincer-est pleasure that I inform you of this action by the club, of which you have been so long a faith-ful and worthy member. The club, in thus honor-ing you, honors itself. It thus evinces its acknowl-edgment and appreciation of the long and disinter-

is Henry E. Ducker. Rest assured that, wherever your future lot may be cast, the good wishes of the Springfield Bicycle Club, collectively and individually, will attend you. As the Springfield Bicycle Club is to-day the sync nyme of success, so may the name of its founder, godfather, and ever watchful protector, be a synonyme of unhounded permit me to express the pleasure which I experience in thus making known to you the acknowledgment of its indebtedness to you.

ODDS AND ENDS.

Ives has retired from path racing.

On Tuesday, June 14, Woodside secured the two-mile record, riding in 5m. 32 4-5s., retiring Jack Keen's 5m. 36 4-5 s.

Rowe has challenged McCurdy to a three-mile handicap, McCurdy to receive three hundred yards, the winner to take the gate receipts.

nother Road Record .- On Tuesday, June 14, W. Brown, of London rode one hundred miles on a tricycle in 7h. 54m. 10s., which is now record for that distance.

We are backing "Little" Powers to "out-chew" any girl who ever left the walls of Vassar College. It is the nearest thing to perpetual motion we have ever seen or are likely to see.

A number of New York wheelmen were at the K. C. W. races. "Tommy Smith," the poet wheelman, and H. Percy Ashley, the latter gorgeously attired, were quite conspicuous.

The New York Bicycle Company's store is generally pretty well filled with buyers of new and second-hand wheels. A careful examination of their lists will repay buyers, for this firm claims to offer good wheels, but slightly used, at very low

One Mile Record.—On June 20, at Coventry, R. Howell captured record for the half and mile. The times at fractional distances were as follows: one-quarter mile, 40s.; one-half mile, 1m. 18 1-5s.; three-quarter mile, 1m. 56 1-5s.; one mile, 2m.

The Kings County Wheelmen's "Last Lap" was the most successful event of the day. The "Last Lap" consisted of a slight refection served at the club rooms to the press, officers, and competitors, followed by the presentation of prizes. It is a pleasant feature, and sends everybody home in good humor.

A two-mile bicycle handicap was held in connection with the American Athletic Club games, at the Manhattan Grounds last Saturcay afternoon. Summary—F. H. Burnett, U. C. W., one hundred yards start, 7m. 19 3-5s.; F. L. Norman, two hun-dred and seventy-five yards, second.

Messrs. Peck & Snyder report large sales of the New Mail at their sporting goods headquarters on Nassau street. The house is an old one, and besides its wheel department, carries a full line of sportsmen's outfittings, covering all branches of athletics, as well as boating, yachting, fishing, hunting, etc. Call on them and examine the New

The Capital Bicycle Club has elected the follow-The Capital Bicycle Club has elected the following officers for the term ending December 31, 1887. President, Rudolph Kauffman; Vice-President, John J. Chickering; Treasurer, Joseph E. Leaming; Recording Secretary, Charles A. Burnett; Cor. Secretary, Walter S. Dodge; Captain, Frank M. Boteler; Sub. Captain, Samuel F. Lewis; Junior Sub. Captain, Lorenzo J. Hatch.

Five-mile Handicap — The Spring five-mile handicap of the Orange Wanderers was run on Tuesday afternoon, on the Roseville track, with L. H. Johnson, Humber racer, at scratch; C. S. French, Victor Light Roadster, 2m. 45s.; A. E. Cowdrey, Rudge Light Roadster, 3m. 15s. The order at finish was: French, 18m. 38 3-5s.; Covdrey, 19m. 09 3-5s.; Johnson, 16m. 33 2-5s.

ing you, honors itself. It thus evinces its acknowledgment and appreciation of the long and disinterested service which you have rendered, without which I have no hesitation in saying it would not to-day occupy its present proud and honorable position. The Springfield Bicycle Club has a world-wide reputation; its fame has gone throughout the length and breadth of the land, and is features; a kind of "How infinitely bored I am, recognized throughout the world as the bicycle club par excellence. It owes its proud and honorable position, I repeat, to one man, and that man was. Trettell, 10th. 30 32-55.

Mr. J. S. Rogers, of St. Louis, or "Jack," as how to the Boston meet. His Western animation is gone, and a sort of dreamy look of sarcasm has crept into his features; a kind of "How infinitely bored I am, recognized throughout the world as the bicycle club par excellence. It owes its proud and honorable position, I repeat, to one man, and that man master of the art of blaseism. Mr. London W.

BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

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.

BEARINCS.—"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.

CCNDITION.—"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.

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					ď.	Sarings Bearings	:2
					Finish,	ar.	nd
No.	Siz	e. Name.	Cost.	Price.	這	36	ಲೆ
42	52	Standard Columbia,	\$92.50	\$50.00	6	3	2
43	35	Invincible Safety,	135.00	75.00	4	2	2
45	36 50	Kangaroo Safety,	130.00	60,00 50.00	4 5	2	3
46	55	Standard Columbia, Rudge L't Roadster.	156.50	80.00	4	ì	~~
47	54	Expert Columbia,	127.50	85,60	4	2	4
48 51	54 52	Rudge Lt. Roadster, American Rudge,	140.00 112.50	95.00	4	1	2
57	56	American Club,	150.00	80.00 75.00	2	1	2
59	52	Chamdand Calmartia	92.50 127.00	45.00	2 4	3	5
71	54	Columbia Expert,	127.00	75.00	HIF.Nk	1. 2	4
80 81	44 52	"Facile," Premier,	130.00 105.00	70.00 65.00	5	2	4
87	55	Spalding Racer,	140.00	60.00	4	2 1	$\hat{4}$
90	52	Royal Mail, English,	137.50	85.00	3 5 5	1	4
91 92	50 54		100.00 100.00	40.00 40.00	5 5	3	3
95	55	Spalding Semi Racer	, 140.00	60.00	4	1	4
96	55	nacer,	140,00	55.00	4	1	4 4 1
98		Sparkb'k Hum. Tdm. Col. 2-track Tricycle.	265.00	200.00 110.00	4	1	
106	50	Special Columbia,	120.00	50,00	5	3	2 4 4
112	50	Special Columbia,	120.00	60.00	4	3 2 4	4
116	48 51	Standard Columbia,	87.50	50.00	3 4	4	4
117 118	48	Special Star,	160.00 115.00	105.00 85.00	3		2
120	54	Imperial Challenge,	150,00	80,00	3	2	
123	52	Sanspariel,	127.50	85.00	4	2 2 2	New
124 125	52 42	Sans. Light Roadster Special Star,	120.00	90,00 85,00	4	2	1
130	51	Special Star,	120.00 125.00	95.00	3		ŝ
131	51		120.00	90.00	4		4
132 134	54 52	Columbia Expert, Standard Columbia,	145.00 92.50	90.00 50.00	1	2	~ ~
135	56	Sanspariel,	130,00	75.00	4	ĩ	2
136	51	Special Star.	130.00	100.00	1		1
137 139	42	Standard Columbia, Quadrant Tandem,	95.00 275.00	45.00 225.00	14	1	1
140	54	Expert Columbia,	140.00	90.00	i	2	2
141	54	**	145.00	95.00	1	2	2
142 143	56	Col. 2-track Tricycle. Humber L't Roadster	160,00	110.00	4	2	2
146	56		140.00	55.00 85.00	5 4	2 2 1	1
148	50	Standard Columbia,	100.00	57.50	4	3	â
149 150	51	"Special Star," Humber Tandem,	135.00	95.00	3	ball	2
153	52	American Rudge	260.00 112.50	180 00 80.00	6 4	2 2 2 1	2
154		Col.2-track Tricycle, Victor ('86 pat), Standard Columbia,	165 00	110.00	4	2	ĩ
156	56	Victor ('86 pat),	132.50	110.00	4	1	1
157 158	45 48	"American Star."	90.00	55.00 55.00	5 5	3	4
159	54	"American Star," Standard Columbia,	110.00	65.00	1	3	2
160	53	Royal Mail, Rudge L't Roadster,	140.00	85.00	3	1	4
161 162	54 45	Special Star,	145.00	110.00 70 00	1	i	9
163	51	15 56		75.00	4		34221412222414222121212111112121211
164	56	Columbia Expert,	150.00	110.00	1	1	1
166 167	50 50	Ideal, Premier,	80.00 110.00	45 00 85.00	5 4	1 1 1 1	2
168	56	New Rapid,	152.50	110.00	å	ĩ	î
169		Royal Mail Tandem,	$260\ 00$	150.00	4	1	1
170 171	56 53	Victor, Col. Lt Roadster,	132.50 137 50	110.00 105.00	4	1	1
172	50	Standard Columbia,	90.00	55.00	3	4	2
172 173 174	54	Spalding,	145.00	85.00	3	î	ï
174	50	Sparkbrook,	135.00	85.00 90.00	3	1 2 1	2
175 176	53 54	R & P., University.	140 00 135.00	85.00	3 4	2	1
177	50	R & P., University, Columbia Expert, Sparkbrook	135.00	105.00	1	1	1
177 178 179	52		137 50	120 00	4	1	1
180		" Cripper Tri , " Hbr. Tandem	.260 00	125.00 225 00	7 7	2	1
183		" Cripper Tri ,	180.60	140 00	4	2 2 1 2 1	ī
183	58	Columbia Expert,	$165\ 00$	100 00	1	1	1
184 185	50 52	British Chaltenge, Humber.	120.00	65.00 70.00	3	1	22
186	50	Humber, Standard Columbia,	90.00	50.00	3	3	2 1 1 1 2 3 4 1
187	53	Col. Lt. Roadster,	137.50	110.00	4	1	1
188 189	52	Victor, Col. Tri. (3-track)	135.85 180.00	85.00 75.00	1	1	2 1
		Con III (o-mack)	200.00	10.00	*	1	-
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CORRESPONDENCE SOLICITED.

NEW YORK BICYCLE COMPANY.

38 Park Place, New York.

HARLEM BRANCH:

124th Street and Seventh Avenue.

Renting, Repairing & Nickeling. Storing Wheels.

LOOK OUT FOR HIM.

A week ago E. L. and A. W. Whitney, registered as from New York, at the Leland Hotel of Chicago. The former desiring to take a run over the Boulevard, rented a wheel at the rooms of the During the afternoon he again called, and got a machine to ride over, as he said, and see the baseball game. Since their neither Whitney nor the wheel has been seen or heard from. If the names of these young men are genuine, and there is no reason to suppose that they are not this paragraph. reason to suppose that they are not, this paragraph may meet the eye of some wheelman who is acquainted with them, and he can give some information which may be useful in hunting up their whereabouts, and getting possession of the machine, which is a fifty-two-inch Expert, enamel finish, No. 10,502. Information sent to R. D. Garden, Manager, 291 Wabash Avenue. Chicago, will be thankfully received.

Woodside Breaks Records.—At Alexandra Park, London, June 13, Wm. Woodside, assisted by pace-makers, rode a five-mile record trial with the following result:

Min. Sec.

2 45 Previous Record. I mile,

1 mile, 2 45 Min. Sec.
2 miles, 5 37 Min. Sec.
3 miles, *8 33 8 39, Lees.
4 miles, *11 29 2-5....11 39., Lees.
5 miles, *14 20 1-5....14 21, Wood.

New Quarter-Mile Record—On Monday last, June 27, at Alexandra Park, London, Ralph Tem ple rode a quarter-mile, standing start in 37m. 1-5s., which is now the professional record at that distance.

SARANAC LAKE, FRANKLIN Co.

July 28, 1886.
I can heartily recommend Tom Smily to any one wishing to learn bicycle riding. By shewing me the "reason why" in every case he taught me in two lessons to ride, and in five lessons to mount, dismount, and ride with confidence. His points on managing a wheel have saved me several headers.

EDWARD W. SCRIPTURE.

Address, 308 W. 29th street.

THE MAIL AND EXPRESS, NEW YORK, Oct. 8, 1886.

DEAR SIR :- It affords me great pleasure to testify to the value of your instructions in the art of cycling. Your lessons are clear, and the confidence from the very start you give a pupil is a wonderful aid to him. I am more than pleased with the advantage, which in a very short time I have derived from them.

Yours respectfully,

WALTER J. LEE.

MR. T. A. SMILY,

care of G. R. BIDWELL, N. Y.

Madison Square Theatre, New York, August 5, 1886.

MR. T. A. SMILY.

DEAR SIR:—I take pleasure in testifying that the bicycle lessons I took from you were entirely satisfactory and very valuable to me.

WILLIAM GILLETTE.

10 Wall Street, November 17, 1886.

MR. T. A. SMILY, with George. R. Bidwell,
313 West 58th Street.

DEAR SIR:—It has been my intention to write to

you for some time past to inform you as to how I am getting along. In all I suppose I have ridden nearly one thousand miles since I have had my machine, and by following your advice have never yet taken the old time "header."

Sincerely yours, E. F. FAYE.

THE NEW YORK COMMERCIAL ADVERTISER. JULY 2, 1886.

T. A. SMILY

T. A. SMILY,

313 West 58th St., New York City,

My DEAR SIR:—Permit me to thank you for
the efficient form in which you instructed me to
ride a bicycle.

Yours truly,

O. F. FROST

O. F. FROST.

CHARLES SCRIBNER'S SONS' PUBLICATION OFFICE, Ост. 9, 1886.

Mr. T. A. SMILY.

DEAR Str:—Your instruction on the bicycle was of anyone who desires such instruction I will gladly recommend you. Of course you may use this in any way you please. Yours truly,

W. M. BANGS.

WE ARE DEATH ON CQUICK SALES. SECOND HAND CYCLES SOLD ON COMMISSION. EACH CYCLE LIBERALLY MANHATTAN WHEEL EXCHANGE 49 CORTLANDT ST. N.Y

NEW YORK AGENTS FOR THE

HUMBER LIGHT ROADSTER, HUMBER CRIPPER, HUMBER TANDEM,

HUMBER TANDEM CRIPPER, SPARKBROOK BICYCLE,

SPARKBROOK TRICYCLE,
SPARKBROOK HUMBER TANDEM, ROVER SAFETY, Nos. 1 and 2. NEW EXCELSIOR CYCLOMETER.

OUR RULES.

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

Each machine is advertised in full in our descrip-

tive list in THE WHEEL free of cost.

In shipping to us freight must be prepaid. We are not responsible for breakage in transit.

OUR LIST, June 29, 1887.

No. 2.-56-in. Harv. Plain bearings. Price \$45. No. 3.—50-in. Harv. Latest pattern. Ball wheels, plain pedals. Nickel, except rims. Good cond

No. 4.-52 in. Club. Nickel, except rims. Excelsior cycl. Fair cond. Price \$56.

No. 6 —52-in. St. Col. Nickel except rims. R. lamp, bell. Good cond. Price \$56.

No. 7.—Cunard con. tandem, with all the extras. Not ridden two weeks. Price \$200.

No. 8.—Cunard non-con. tandem new. Cost \$270. Price \$240.

9.—52-in Exp. Col., balls all over. Wonder saddle, full nickel. Prime cond. Price \$90.

No. 10 -52-in. Am. Club, nickel, with enam. spokes and rims. Fair cond. \$65.

No. 11.—Quadrant Con. Tandem, No. 11. Balls all over. Not ridden 300 miles, bell, lamp. Price \$220.

No. 14.—52-in. Club. Full nickel, ball wheels Good cond. Price \$80.

No. 17.—54-in. G. & J. Challenge, plain bearings. Butcher spoke cycl., lamp. Price \$50.

No. 18.—54-in. Rudge L. R., '86, Enam. Balls all over. Good cond. Price \$95.

No. 19.-46-in. Stand. Col. Price \$20.

No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Price \$95.

24.—56-in. Am. Sans. Nickel, rims en Balls all around. Fair cond. Price \$83. Nickel, rims enam.

No. 25.-36-in. Kangaroo. Prime con. Price \$50.

No. 26.-52-in. Singer. Price \$20.

No 27-56-in. Col. Exp. Full nickel. worn. Good cond. otherwise. Price \$75.

No. 28.—Coventry Club Tandem. Side steerer. Good cond. Price \$190.

No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$45.

No. 30—51-in. Star. Full nickel except rims. Good cond. Price \$56.

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No. 32.—50-in. Am. Club, '86, Enam. with nickel spokes. Cow-horn handles. Balls all over. Little ridden. Price \$90.

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No. 34.—Fowler tricycle. Hardly ridden. Worth looking at. Price \$55.

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No. 39.—54 in. Col. Expt. Nickel, with enamel wheels. Balls all over. Good as new. Price

For convenience of patrons, we are open from 8:40 A M. to 6:15 P. M., half holidays included.

> WETMORE & CHESTER, 49 Cortlandt Street, New York.

TENNIS FIXTURES.

July 1-4—Young America Cricket Club's Invitation Tournament, Stenton, Philadelphia.

July 1-4—Young America Cricket Club's Invitation Tournament, Stenton Philadelphia.

July 4.—Twilight Tennis Club's Tournament, H. O. Nelson, Astoria, L. I.

July 4-7--Championship Tournament Western States, Chicago Lawn Tennis Grounds, Chicago, Ill.

July 4-7—Championship Tournament Western tates, Scarlet Ribbon Lawn Tennis Grounds, Chicago, Ill.

July 11–15––Championship of Long Island, Meadow Club's Grounds, Southampton, L. I.

July 19—Buffalo Club's Tournament. Thomas C. Welch, 16 Coit Block.

August 2-4-Open Tournament at Boston.

August 2-4—Open Tournament at Boston.

August 9-12--Open Tournament at Bar Har-

August 9-12-Open Tournament at Bar Harbor. August 16-2c-Invitation at Nahant.

August 22-25--United States National Association Championship.

Sept. 6-9-Orange, N. J., Lawn Tennis Tourna-

NEWBURG, N. Y., June 4, 1887.—The Powelton Lawn Tennis Club closed its spring tournament this afternoon. The attendance was very large. The ladies' finals resulted in Miss Annie Lee defeating Miss Sadie Steel; score:—6—4, 1—6, 6—2. The prize won by Miss Lee was a beautiful diamond

The successful player in the gentlemen's finals was Mr. Will C. Belknap, who defeated Mr. James Heard; score: 6-3, 7-5, 6-3. Mr. Belknap's prize is an elegant scarf pin.

At the Cambridge University sports, held June 18, George Gatehouse won the four miles bicycle race in 11m. 20 1-5s, beating the English amateur

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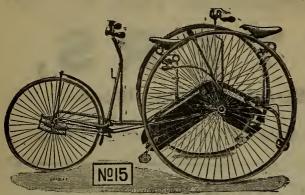


The "CLIMAX" Racket, used by expert players, best gut, beautifully finished, \$4.50 each.

DISCOUNT TO CLUBS.

Goods sent by mail if desired.

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HARLEM BRANCH-NOW OPEN 124th Street & 7th Avenue. 38 Park Place, Kew York.

RENTING, REPAIRING, STORING.

FOR SALE, EXCHANGE, WANTS.

SECOND-HAND WHEELS.—Where and how to sell and buy them. See advertisement of Manhattan Wheel Exchange in another column.

WANTED.-40 or 42 in. Pony, or 45 in. Star, 1886 model Have to offer in exchange, billiard table, 5x8 camera, 15x15x4.6 wall tent, lot of mounted game birds, new side saddle. Address F. M. Carryl, Passaic Bridge, New Jersey.

FOR SALE.—54 in. Victor Bicycle—roadster—good as new. Price \$100. Fred. O. Watrous, 1000 Center avenue, Bay City, Mich.

FOR SALE,—51 in. American Star, part special, good spring saddle, nickeled and painted. A bargain at \$50. Write for description. Geo. H. Smith, Watsontown, Pa.

WANTED.—A 54 in. Crank Bicycle, in good condition. Name lowest cash price. Address L. A. H., P. O. Box 2772, New York.

S'TARS.---We have a number of "Special Stars," sizes 42 to 51 inches; in excellent condition; full particulars on application. New York Bicycle Co., 38 Park Place, N. Y.

NEW YORK WHEELMEN can find good storage for machines and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half a block from L station. Call or address

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SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list, containing many genuine bargains, to the Coventry Machinist Co., 239 Columbus avenue, Boston.

WANTED.—Second-hand Bicycles of all styles, also single and Tandem Tricycles for cash or on con-signment. N. Y. Bicycle Co., 38 Park Place.

TO EXCHANGE —A K of R lantern, in good condition, for a good bieycle saddle, Kirkpatrick, or something similar, for Standard Columbia. E. B. Rittenhouse, State Road, Delaware.

NOTICE.—Is given that I am the individual and sole owner of Patents No. 250.737, Dec. 13, 1881, also 356,-112, for "Lantern Hangers for Bicycles;" that any person making or causing to be made (without a personal license from me) or selling or causing to be sold any Lantern Hanger, embracing features shown, or described, in either of said patents, and not having legibly stamped the dates of the said patents upon each and every Hanger, will be duly prosecuted for infringment of the same. Warren L Fish. Newark, N. J., June 10, 1887.

COR SALE—Camera, Lucidograph 5x8: Voiglander lens: extra plate holders; printing frames; ruby lamp; trays and chemicals. Cost \$90.00 two months ago Price, complete, \$60.00. Amateur, P. O Box 444, New York.

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Second-Hand Cycles.

ALL SIZES, ALL PRICES.

Send for List and save money.

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VILLETRACK

AT 3.00 P. M.

NEW JERSEY DIVISION, L. A. W.

Trains leave Barclay and Christopher Street Ferries at 1:30 and 2:10.

POPULAR PRICES.

EVENTS:

mile bicycle, novice, for wheels not less than 35 pounds.

" " lap race, open.
" " State championship.
" bicycle, L. A. W. championship.
" " State championship.
" " Plainfield Bi. Club championship.
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Admission to Grounds,

Seats on Open Stand,

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Tickets at the principal New York agencies, H. A. Smith & Co.'s, Newark, and L. H. Johnson's, Orange.

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Special attention is called to my Improved "Casino," Special and Elberon Rackets for 1887. Special Rates to Clubs.

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SEND STAMP FOR ILLUSTRATED CATALOGUE OF TENNIS AND BICYCLES.

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Send for List and save money.

FOR SALE.—54-in. Columbia; direct spokes, ball bearings, ball pedals, Kirkpatrick saddle, cowhorn bar; also, cradle spring, flat spring and common saddle; price \$60.

F. W. Gould, Rutland, Vt.

OR SALE.—Great Bargain—A new 1887, 42-in. Special Pony Star, balls to front wheel, large nickel lantern, Z and S. bdl. carrier, foot rest and Star step; has not been run 25 miles; \$100 will buy it; that is \$25.50 less than manufacturing price. Address Box 73, Ancram, N. Y.

OR SALE.—Genuine Humber Cripper Tricycle, little used, in excellent condition, cost new \$190, will sell for \$130. Address J. W. L., Box C, Newark, N. J.

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Bicycles. STAR Tricycles.

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

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Needed by every Wheelman. Prevents Wear and Rattle. Sent post-paid. with full directions, to any address, for 25 cents.

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"WHEELMAN'S SONG."

WORDS AND MUSIC BY CHAS. B. HOLCOMB, TARIFF-VILLE. CONN.

A spirited, rousing air. Just the thing for wheelmen to sing at their club rooms or at their homes. Full fourpart song with piano accompaniment. 10 cts. per copy. Sent post-paid on receipt of price.

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WOULD YOU LIKE TO SMOKE A REALLY GOOD

Five Cent Cigar?

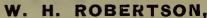
HAVANA FILLER, AND IS PRONOUNCED BY EVERYBODY A 10 CENT CIGAR FOR 5 CENTS.

Ask for it, and don't smoke cigars that are full of artificial flavor.

BAY CIGAR CO...

101 Water St.,

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The Celebrated Quaker City Racquet, price \$5.50. Sporting Goods of all kinds at Lowest Prices.

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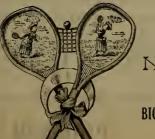
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A limited number of the No. 2 Cyclometers, which register 1000 miles, will be sold at \$5.00 each, to close them out.

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To some it will be *patent*, to others a surprise, to learn that D. ROGERS & CO., propose relinquishing the sole agency for the Cunard Cycles, as soon as the orders in hand are delivered, in consequence of numerous complaints.

Whilst the design and general features of these wheels have made themselves so manifest to the public,

THE WORKMANSHIP

has u fortunately called for much comment from patrons, tending to proclaim that for scrupulous riders,

THE CUNARD CYCLES ARE USELESS!

Which statement is endorsed by prominent wheelmen. D. R. & CO. are very sorry to advertise their resignation of this agency, but the overwhelming complaints make them desirous of handling wheels calculated to give greater satisfaction.

Such influential men as T. J. Kirkpatrick (who has discovered the errors since he gave the testimonial), W. H. DeGraaf (Pres't Harlem Wheelmen, N. Y.), D. C. Ball [Missouri Wheelmen], W. W. Chester [Elizabeth Wheelmen], among others, have been caused much annoyance, and goods ordered months ago are not yet to hand.

THE POPE M'F'G CO., OVERMAN WHEEL CO., and STODDARD & CO. threaten proceedings for infringement of patents, and all these circumstances combined compel D. R. & CO. to take steps to supply the public with

SOUND DOMESTIC AND IMPORTED MACHINES.

THE CUNARD CYCLE CO., in England, utterly ignore the American Trade, therefore D. ROGERS & CO. have pleasure in stating that they have made arrangements to carry a full line of

AMERICAN CYCLES,

which, for convenience in getting the PARTS, and PROMPT delivery, as well as their advantageous construction, make them most desirable mounts.

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The Sensation of 1887!

* I H W # V A I K

The Latest American High Grade Wheel.

WITH TRIGWELL'S BALL HEAD.

Wheelmen are aware that ordinarily, constant watching and tightening up of the Head is necessary. owing to the wearing of the cones by friction. In this Ball Head the cones move on the Balls smoothly, without wear, and one adjustment serves for a very long time-for months in fact-and no loosening nor setting up is necessary. There being no friction, oiling is rarely needed.

Also Our Specialty: Perfection Strengthened Backbone and Forks.

DACKBONE - Warwick's pattern, new this year. It is well-known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, vith no danger of breakage, while there is no increase in

Also we preserve the oval shape, which is hand

somer and stiffer than the round.

FORKS.—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives very strong rigid forks.

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OUR SPECIALTY, WELL'S BALL HEAD. WITH

Extract from a London letter to the L. A. W. Butetin, Jan. 8, 1887.

Speaking of manufacturers with "big stock "cryng down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, they tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a sine qua non to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head with cone or hemispherical centers, however truc and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt-

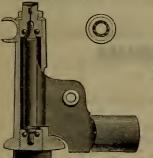
Agents Wanted Everywhere

See this Wheel

Before Purchasing.

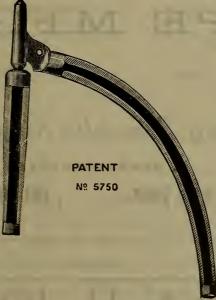


Warwick's New Hollow Rim. with thickened bottom. Scamless and perfectly smooth outside.



Sectional and end view showing strengthened neck end of Backbone.

Trigwell's Ball Head. Greatest Modern Improvement.

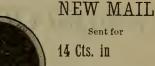


Sectional view showing Backbone and Forks when made up: A splendid improvement.

ASK Your Dealer For It.



Handsome Photograph OF THE



STAMPS.

Sectional and end view of back fork end of Backbone,

CEMENTED TIRE.

A Superb Light Roadster.

-SEE ONE.

SEND for fine Mustrated incular of this perfect WHEEL, with full Representation of all Parts.

WM. READ & SONS, Manufacturers, - - 107 Washington Street, Boston.

"LET OTHERS TRY THE EXPERIMENT."



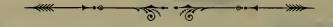
THE COLUMBIAS have been subjected to the practical tests of ten years upon road and path; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias; perhaps they are; it isn't for us to say; if a wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

POR INSTANCE, for six years hemispherical steering centres have been used on the Expert Columbia, and on the Light Roadster for three years, a pretty fair test that such an arrangement is the most practical. The ball bearing head hasn't been proved to be better, yet it may be. "Let others try the experiment."

IT HAS BEEN asserted that the various forms of safety bicycles will overrun both continents. For several years safeties have been on the market, yet their increase in use has not been noticeable. Ninety-five per cent of riders seem to prefer the crank machine. We manufacture safeties; if you desire one, we should be pleased to have you try the experiment.

IT COSTS CONSIDERABLE to make first-class machines; Columbias are first-class machines and are sold at respectable prices; perhaps as good machines can be sold for much less than our prices; "Let others try the experiment."

It may be a paying investment for the wheelman to purchase a so-called first-class machine for a seemingly low price, and then again it may not be, the wheelman can try the experiment.



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