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# THE WHEEL

A JOURNAL OF CYCLING

## AND RECREATION.

Established 1880.

23 Park Row, N. Y.

VOL. XII.—No. 24.]

NEW YORK, SEPTEMBER 9, 1887.

[WHOLE NUMBER, 310.

# HA! HA! Are They Selling?

Here, gentlemen, is some more of that sweet and charming "reflection:"

PEORIA, ILL., July 15th, 1887.

GORMULLY & JEFFERY MFG. Co., Chicago, Ill.  
Gentlemen—Please hurry up our back orders and be particular to forward to us at the very earliest possible moment the 54-inch Light Champion which we wired for this morning. This is for one of our old riders, who trades off a nearly new full nicked Expert, and he is extremely anxious to get his new mount. Our trade on your goods this season has been clear beyond our most sanguine expectations, as we had what we considered a very fine trade last year, and when making our plans for this season had thought that we would do well if we did as well this year as we did last. You will therefore be gratified to be informed that up to July 1st this year we have sold a trifle more than two and a half times more high grade wheels than we sold all last year. This certainly speaks well for your line of wheels, which you know we are now making a specialty of.

We had a great deal of confidence in your goods, as is shown by our preferring them to the line which we handled previously for seven consecutive seasons, but the way they have found favor with old riders, and the ease with which we have been able to very much more than hold our own in all parts of our territory has been a constant surprise to us. We have taken in trade on Champions and Light Champions almost every make of wheel made or imported to this country. Among the machines taken in trade have been numerous Expert Columbias and Victors, while Columbia Light Roadsters, Rudges, British Challenges, Royal Mails, Standard Columbias, Harvards, Premiers, etc., etc., have been taken more or less numerously. The fact that we have 21 Columbias on our second-hand list of the 9th inst., the most of which were taken in exchange for Champions, is certainly very significant. Only one Champion on that list, and that now sold. That one taken in trade for a —

We congratulate you upon the unqualified success of your wheels this year, and can only urge that you in some way manage to fill our orders a little more promptly. The Light Champion is going right to the front here. It is giving first-class satisfaction, being in notable contrast to every other first year machine we ever sold. We have several of them being ridden by riders weighing from 160 to 190 pounds, whilst some of the hardest riders in this section are also using the Light Champion, and every one who has

bought it so far is delighted with it, and you most certainly have a wheel which seems to strike the popular fancy in every particular.

Yours Truly,

GEO. W. ROUSE & SON.

HORNELLVILLE, N. Y., July 15, 1887.

GORMULLY & JEFFERY MFG. Co.: Gentlemen—In reply to your inquiries about the Champions would say they are giving entire satisfaction. Our hardest road rider, W. E. Stradella, who is mounted on a 56-inch Champion, has given it very severe usage, and tells me he is well satisfied with the Champion in every respect. At our tournament July 4th the club championship was won by R. M. Pranger on a 53-inch L. Champion; W. E. Stradella second on full Champion; in all our club runs they go through in good shape, and are in the front at the finish. Their sales here have been more than double all other makes combined, and I have yet to hear of a purchaser regretting his choice.

Very Respectfully Yours,

W. B. KERNAN.

BUFFALO, July 14, 1887.

MESSRS. GORMULLY & JEFFERY MFG. Co.: Gentlemen—I wish to contribute my mite in favor of the Am. Cycles. I have personally ridden one of your Light Champions over 500 miles, and must say that for ease of running it fully equals, and for rigidity and stiffness, excels any machine I have ridden, and my experience covers six riding seasons over all kinds of roads. Your ramshorn handle-bars are a luxury, and much superior for comfort in riding and for strength to any other style yet devised. Out of 30 of them that I have sold not one has been perceptibly bent by falls or otherwise. I have sold the Champion to both old and new riders always to the greatest satisfaction of my customers.

Your new rim is a great success also, not one of them here having dented or buckled, while many of the hollow rims on other makes have given serious trouble—buckled, dented and sprung.

Your safety I consider the only practical safety machine for American roads, and is as near like the regular in style and action as it is possible for a safety to be.

The boys who are posted all want an Ideal. They stand the rough misuse and abuse of the younger riders wonderfully.

Yours Truly,

JAMES H. ISHAM.

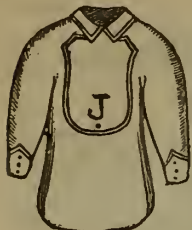
If you want a Cycle that is reliable, easy running and honestly constructed, send for our Catalog.

# GORMULLY & JEFFERY MFG. CO.,

## CHICAGO, ILL.,

N. B.—We also manufacture a complete line of Sundries, embracing Oils, Enamels, Lamps, Bells, Shoes, Jersey Breeches and four celebrated Hammock Saddles.





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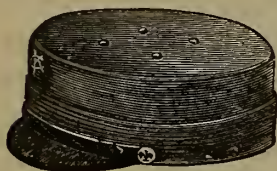
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Sporting Goods.

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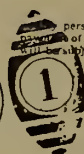
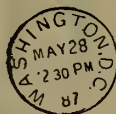
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trated catalogue and price list.

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

## THE STAR.

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

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

ROSEVILLE, N. J., JULY 4TH.

STAR first and second in 1-mile Novice.

" " second and third in 1-mile STATE CHAMPIONSHIP

" " " " " 2-mile " "

NEW CASTLE PA., JULY 4, 1887.

STAR WON Hill-Climbing Contest.

" " 1-mile Open.

" " 2-mile Open.

" " 3-mile Lap Race.

DETROIT, MICH., JULY 10, 1887.

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

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

WILKESBARRE, PA., JULY 4, 1887.

STAR

WON

FIVE FIRSTS:

1-mile Novice.

2-mile 6.45 Class.

1/2-mile Boys' Race.

1-mile STATE CHAMPIONSHIP

3-mile " "

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

STAR FIRST in 1-mile Open.

" " in 1-mile Class.

" " in 2-mile STATE CHAMPIONSHIP.

ST. LOUIS, JULY 10, 1887.

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

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

N. Y. SALESROOMS, 115 LIBERTY STREET.

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



# MANHATTAN WHEEL EXCHANGE.

Second-hand Wheels Sold on  
Commission.

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. A FULL LINE OF SUNDRIES.**

CAN YOU BEAT THESE PRICES?

OUR LIST, Sept. 7, 1887.

- No. 2.—56-in. Harv. Plain bearings. Price \$45.  
No. 14.—52-in. Club. Full nickel, ball wheels. Good cond. Price \$65.  
No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Price \$95.  
No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$83.  
No. 28.—Coventry Club Tandem. Side steerer. Good cond. Price \$175.  
No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.  
No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Price \$75.  
No. 40.—52-in. English Excelsior. Price \$45.  
No. 41.—Rudge Rotary Tandem. Balls to wheels. A bargain at \$85.  
No. 44.—46-in. Am. Safety. Hardly ridden. Good as new. Price \$56.  
No. 47.—54-in. Club Racer. Prime cond. Price \$40.  
No. 49.—52-in. Specially built Rudge L. R. Perfect cond. Price \$100.  
No. 50.—52 in. Col. Expert. Enam. Balls all over. Good cond. Big bargain at \$83.  
No. 53.—54-in. Imp. Challenge. Full nickel. Balls to wheels. Price \$75.  
No. 55.—54-in. Rudge L. R. '86. Enamel with nickel trimmings. Balls all over. K. of R. Lamp. Bell. Ridden but 100 miles. Good as new. Price \$115.  
No. 56.—54-in. Rudge. Nickel with enam. wheels. Balls all over. A bargain at \$67.  
No. 57.—50-in. Rudge. Nickel with enam. wheels. Balls to wheels. Price \$55.  
No. 60.—52-in. Stand. Col. Enam., balls to front wheel. Good cond. Price \$56.  
No. 62.—Victor 3-track Tricycle. Bell and lamp. Good as new. Price \$95.  
No. 64.—52-in. Rudge L. R. Enam., balls all over. Cowhorn bars. Price \$56.  
No. 66.—42-in. Ideal. Prime cond. Price \$30.  
No. 67.—54-in. Exp. Col. Enam. Fine cond. Price \$70.  
No. 68.—3-track Sparkbrook tricycle. Double gear. Two lamps and bell. Price \$100.  
No. 69.—53-in. Special Harv. Enam. Dropped bars. Price \$65.  
No. 70.—56-in. Royal Mail. Balls all over. Enamel. Cowhorn bars. Price \$80.  
No. 71.—52-in. Am. Safety. Price \$56.  
No. 73.—54-in. Special Col. Enam. Price \$40.  
No. 76.—46-in. Stand. Col. Price \$30.  
No. 77.—55-in. Coventry Lt. R. Ball bearings. Cowhorn and straight bars. Price \$78.  
No. 80.—55-in. Columbia L. R. Good cond. Price \$95.  
No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$50.  
No. 83.—52-in. Stand. Col. Nickel except rims. In good order. Price \$55.  
No. 84.—54-in. New Rapid. Nickel except wheels. Excel. cycl. Cow-horn bars. Balls all over. Prime cond. Price \$103.  
No. 85.—54-in. Stand. Col. Enamel. Balls to front wheel. Price \$60.  
No. 86.—51-in. Rudge L. R. Enam. with nickel trimmings. Cowhorn bars. T handles. Butcher hub cycl. Rat-trap pedals. Price \$78.  
No. 87.—42-in. Stand. Col. Enam. Price \$25.  
No. 88.—Am. Safety. Prime cond. Lamp. Price \$65.  
No. 89.—54-in. Stand. Col. Enam. Lamp and bell. Price \$68.

This Week's Bargains.

- No. 90.—56-in. Victor. Enam. Balls all over. Prime cond. Big chance at \$90.  
No. 91.—54-in. Col. Exp. Enam. Dropped bars. Excellent cond. Price \$80.

- No. 92.—2-track Col. tricycle. Not ridden 50 miles. Lamp. Bargain at \$120.  
No. 93.—52-in. Col. Expt. '87. Balls all over. Full nickel. Cowhorn bars, grip pedals, spade handles. Bell. Cost complete \$144. Price \$110.  
No. 94.—2-track Col. tricycle. Shop worn. Never used. Good as new. Price \$120.  
No. 95.—3-track Victor tricycle. Good cond. Price \$80.

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

WETMORE & CHESTER,  
49 Cortlandt Street, New York.

## LAMP CONTROLLER.



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

### ADVANTAGES

OF

### ITS USE.

- It secures a steady light upon the track.
- It prevents lamp from going out on rough roads.
- It prevents spilling of oil from the cup.
- It is ornamental to either nickel or black wheel, weighs less than half-a-pound, and can be attached to any lamp in fifteen seconds.

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

C. H. KOYL,

1406 New York Avenue,  
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who will mail a sample, postpaid, for one week's trial, upon receipt of price.

Price \$1.50.

## FOR SALE, EXCHANGE, WANTS.

FOR SALE.—A Rudge Crescent Tricycle in perfect order, only been ridden about 50 miles, \$125; also a 52-in. New Rapid Bicycle, 1887 pattern, full enameled, in perfect order except finish, \$100; cost \$157.50. W. H. DeGraaf, 47 & 49 W. 14th st.

FOR SALE.—Second-hand Star, Victor and Yale machines, at grand bargains. Send for descriptive price list. Address E. H. Corson, Rochester, N. H.

FOR SALE.—Columbia Expert, 48-inch, pattern of 1887, full nickeled, all ball bearings, good as new, \$85 cash. Box 87 Brooklyn.

EXCHANGE.—A Duryea Saddle and Spring (never used), cost \$4, for a New York Road Book in good condition. August Kimme, Richfield Spa, N. Y.

1 52-in. half-nickeled Expert, cowhorn bar, ball pedals, like new, only \$75. W. I. Wilhelm, Reading, Pa.

FOR SALE.—Humber Racer, 55-inch, good as new, \$35; or in exchange for diamond ring, same value. A. T. Steiner, 104 W. 124th st., New York.

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

FOR SALE.—Star, 45-in. Special, ball bearings to both wheels, hollow frames; perfectly new; cost \$132.50. Address A. B., P. O. Box 444, New York City.

FOR SALE.—1 52-in. Sparkbrook Special Bicycle; King of L. R. lamp; \$90. 1 Crupper Running Tricycle, 36-in., first wheel 28; geared to 60-in.; \$100. Address No. 167 E. 75th st., bet. 3d and Lexington aves., New York City.

# 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.

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

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

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
44	36	Kangaroo Safety,	\$130.00	\$60.00	4	2	2
46	55	Rudge L't Roadster,	156.50	75.00	4	1	4
51	52	American Rudge,	112.50	65.00	4	1	4
57	56	American Club,	150.00	75.00	2	1	2
71	54	Columbia Expert,	127.50	75.00	4	2	4
80	44	"Facile,"	130.00	70.00	4	1	5
90	52	Royal Mail,	137.50	80.00	3	1	4
95	55	Spalding Semi Racer,	140.00	50.00	4	1	4
96	55	"Racer,"	140.00	50.00	4	1	4
117	51	Special Star,	160.00	90.00	4	2	2
123	52	Sanspareil,	127.50	75.00	4	2	New
124	52	Sans. Light Roadster,	137.50	75.00	4	2	
125	42	Special Star,	120.00	75.00	4	2	1
130	51	Special Star,	125.00	85.00	3	3	3
131	51	"	120.00	75.00	4	4	4
132	54	Columbia Expert,	145.00	85.00	1	2	2
136	51	Special Star,	130.00	85.00	1	2	1
142		Col. 2-track Tricycle,	165.00	110.00	4	2	1
146	56	Columbia Expert,	132.50	80.00	4	1	4
148	50	Standard Columbia,	100.00	50.00	4	3	2
149	51	"Special Star,"	135.00	90.00	3	ball	4
154		Col. 2-track Tricycle,	165.00	105.00	4	2	1
157	46	Standard Columbia,	85.00	40.00	5	3	4
158	48	"American Star,"	90.00	45.00	5	4	4
164	56	Columbia Expert,	150.00	110.00	1	1	1
167	50	Premier,	110.00	80.00	4	2	1
174	50	Sparkbrook,	135.00	80.00	3	2	2
176	54	University,	135.00	80.00	4	2	1
179		Sp'kb'k Crupper Tri.	180.00	110.00	4	2	2
180		"Hbr. Tandem,	260.00	220.00	4	2	1
184	50	British Challenge,	120.00	50.00	3	2	2
185	52	Humber,	130.00	70.00	4	1	3
188	52	Victor,	135.00	80.00	4	1	2
198	52	American Club	160.00	70.00	2	2	5
202	50	Challenge	95.00	45.00	3	2	4
207	51	Special Star	130.00	85.00	3	2	2
209		Columbia Safety	140.00	100.00	4	1	1
211	50	Sanspareil	130.00	75.00	1	1	1
212	54	Mail	110.00	65.00	4	2	4
213	52	British Challenge	135.00	60.00	3	1	4
216	54	Columbia Expert,	145.00	100.00	1	1	2
217	48	Special Star,	120.00	105.00	4	ball	1
220	53	Royal Mail,	140.00	85.00	4	1	2
221	54	New Rapid,	137.50	90.00	4	1	1
222		Col. Tri. (2-track)	165.00	110.00	4	1	1
224	56	Royal Mail,	140.00	90.00	4	1	4
229	56	Royal Mail,	140.00	65.00	4	1	2
234	52	Rudge,	135.00	90.00	4	1	1
235	55	Col. Lt. Roadster,	150.00	100.00	4	1	1
236	56	Columbia Expert,	132.50	70.00	3	1	4
237	48	Columbia Expert,	122.50	70.00	4	2	4
238	46	Special Facile,	123.00	80.00	4	1	1
239	52	Columbia Expert,	127.50	90.00	4	1	4
240		Col. Tricycle 2-track,	165.00	100.00	4	1	2
244	45	Special Pony Star,	107.00	100.00	4	1	1
245	54	Royal Mail,	140.00	95.00	4	1	1
246	52	Columbia Expert,	137.50	90.00	1	1	1
247	54	New Rapid,	150.00	110.00	3	1	1
248	50	Ideal,	80.00	45.00	4	4	1
249	52	Columbia Expert,	127.50	60.00	4	1	4
250	52	Columbia Expert,	127.50	90.00	3	1	1
252	56	British Challenge,	150.00	70.00	1	1	5
253	48	Special Star,	145.00	105.00	4	1	1
254	50	Special Sanspl.,	127.50	60.00	1	1	2

CORRESPONDENCE SOLICITED.

NEW YORK BICYCLE COMPANY,

38 Park Place, New York.



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THESE POINTS BEFORE BUYING A

## Bi CYCLE Tri

**THE NEW RAPID** was the first Bicycle made with a "true tangent wheel." This wheel has been proven incomparably stronger than any other, and though formerly pooh-poohed by the trade its success has led it to be copied by numerous manufacturers in England and on this side by the Pope M'f'g Co., the Overman Wheel Co. and others. "Imitation is the sincerest form of flattery."

**THE NEW RAPID** was the first Bicycle to use a continuous tubular steel detachable handle-bar, which, though readily detachable, cannot possibly work loose. This is warranted.

**THE NEW RAPID** was the first Bicycle to use a thickened bottomed hollow felloe, brazed on the inside, showing no seam.

**THE NEW RAPID** was the first Bicycle to use pure black rubber tires—so pure that they would float in water.

**THE NEW RAPID** has balls all over (including a ball head) made with such accuracy that rear wheels have been known to spin over 15 minutes.

**THE NEW RAPID** weighs—50-in. Roadster, 40 pounds; 50-in. Light Roadster, 36 pounds—yet, owing to their peculiar construction, are guaranteed the stiffest and strongest wheels on this market.

**THE NEW RAPID** has hundreds of testimonials, ALL proclaiming it to be the best hill climber and the easiest runner.

**THE NEW RAPID**, although on the American market for two years, has never known a broken backbone, spoke, handle-bar, back or front fork, or buckled wheel.

**THE NEW RAPID** is fitted with Pear, T or spade handles; Lillibridge, Cobblestone or Kirkpatrick Saddle.

**THE NEW RAPID** is the highest grade Bicycle ever offered to the American public—is all steel and positively interchangeable—duplicate parts being kept in stock.

**THE QUADRANT** led the way with the large steering wheel and its success compelled others to follow.

**THE QUADRANT** led the way with a RIGID steering wheel—a *sine qua non*.

**THE QUADRANT** led the way in the proper distribution of the rider's weight.

**THE QUADRANT** led the way with a central geared axle and with a long bridge over the axle.

**THE QUADRANT** never knew a Stanley head or a steering fork, a bell balance gear or a tip rod, an automatic gear or a stuffing box, a jointed neck or an antivibration spring; nor any such past or passing contrivances.

**THE QUADRANT** led the way—was original—has served as a model for imitation and continues still the only true principle for a velocipede of three wheels.

**THE QUADRANT** has done a mile *on the road* in 2 min. 38 sec.—never yet approached. Has won every hill-climbing contest it ever entered—notably the great Weatheroak contest, in which it finished 1st, 2nd and 3rd with Bicycles, Tricycles and Safeties against it. It holds the United States road record 50 to 100 miles, done on a roadster—the 5 miles 1887 championship of England, and has won innumerable contests at home and abroad.

**THE QUADRANT** is made by a firm who manufacture no other machines but Tricycles—who pay their men by the week (no piece work)—who take pride in the history and traditions of their machines—hence their pre-eminent superiority.

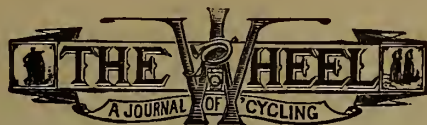
**THE QUADRANT** is guaranteed, and the machines we import are specially built for American roads—possessing elements of strength to be found in no other machines.

IT WILL PAY YOU TO SEND FOR CATALOG.

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SAM'L T. CLARK & CO., Baltimore, Md.,  
Sole Importers.





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### EDITORIAL.

The Vanderbilt University has earned the deepest gratitude of the cycling world by adding a course of highway construction to its curriculum. The details and some admirable editorial comments by the Chicago *Inter-Ocean* can be found in another column. In our opinion, this is a step of the utmost importance towards starting this vexatious road question.

Beyond advocating a careful purusal, we should like to observe that here is a big opportunity for League work. A copy of the *Inter-Ocean* editorial should be mailed to every College and University in the country, possibly accompanying each one with a letter suggesting the advisability of each College or University pursuing a like course. A copy should also be placed in the hands of every editor in this country, with a request to comment on the same. But the most important fact would be to secure such text-books, lectures, or other information as may be used in the Vanderbilt University in teaching the ideas of the highway commissioners, how to shoot in the proper direction. We hope President Kirkpatrick will take some action in this matter.

We learn that later in the season, Rowe is to make a series of record-breaking attempts, to still further reduce his marvellous times. Time trials are all very well, but the public don't place much confidence in them. What we want is records made in public competition. At Lynn, Rowe was quite capable of a few seconds within five minutes in the two miles handicap, yet we find him winning easily in 5:43. We presume that Rowe's records will be advertised by the firm which employs him, but of how much greater value they would be, and how much greater effect they would have, if accomplished at some large meet.

Bad management and monotony are the causes of the present apathetic attitude of the public towards racing. The contestants should wear large numbers, and some distinct articles of wearing apparel, such as a cap, a sash, besides some suit out of the regulation run of all white or all black. There should be no waits between the races. The public should be kept fully informed of the results of the races. It is for this purpose that they expend their dimes for score-cards. There should be short handicap races, with first trials, second trials and finals. The interest in a race does not culminate till the homestretch. According to the present arrangements there are but nine or ten culminations to a race meet. The public will not doze through two, three, or five miles of procession, to wait for a hundred yards culminate. By arranging a series of heat handicaps, as many as thirty culminations at one race meet may be obtained. Then again, there must be variety. The public likes tricycle and tandem races. A three miles bicycle event is not more interesting than a one, since all the work is crowded into the last lap. If the present system of running meets is to continue in force, race meet committees might as well have nine mile races, divided up among novices, scratchmen and handicap men.

The comfort of all wheelmen in this vicinity would be increased if a narrow strip of road could be laid on either of the sides of the Brooklyn-to-Coney Island Boulevard. It is generally unpleasant riding, very often beastly. We understand that Colonel Pope and Mr. Elliott Mason once investigated the feasibility of such a road, but the Boulevard runs through a number of townships, and these gentlemen had not enough time to visit the various "rummy old coves" who are supervisors of these townships and convince them that such a road would be an addition to the Boulevard. Here is an opportunity for the wheelmen of Long Island to distinguish themselves.

The farce of a single official League handicapper is about played out. He is not get-at-able by clubs located out of his section of the country, and even were he, he is too far from the seat of war to properly handicap. Every track has a different value or time standard which the official handicapper cannot know. This Fall has developed "sets" among racing men. Among the most prominent are those of Boston, which includes Lynn, Worcester, etc.; Hartford and Springfield; New York and the Orange District; Philadelphia, Williamsport, Scranton, etc.; Cleveland; Chicago; St. Louis and others. In order to allot properly, the handicappers must live at or near the locations of these sets. We think it would be a good plan to appoint official handicappers in each of the racing districts. It may be claimed that in cities isolated from the present handicapper, that club committees can arrange the starts. This was tried at Cleveland, and proved very unsatisfactory.

### A NEW DEPARTURE.

THE VANDERBILT UNIVERSITY ADDS THE CONSTRUCTION OF ROADS TO ITS CURRICULUM.

The Vanderbilt University, of Nashville, Tenn., announces a new departure that other colleges of the country would do well to follow. The Dean of the engineering department, Mr. Landreth, has issued circulars announcing that a class in highway construction is to be opened free of charge to one principal or deputy highway commissioner or other official from each county, the beneficiary to be appointed by the County Judge. The course of instruction will extend from Feb. 1 to April 1, and will consist of lectures and work on the economical location of highways to conform to conditions to topography and traffic, principles of construction of new and reconstruction of old roads, methods of drainage, simple highway structures, retaining walls, culverts, simple bridges; also practice in field sketching, platting, draughting, and computing estimates of cost. Tuition in manual technology at the Vanderbilt is free to all students; and now the opening of the class in road engineering to public officials charged with oversight of the highways is a step that is highly to be commended. The offer is not restricted to State lines, but limited only to the capacity of the institution.

The question of improved public roads is one of the most important in the entire realm of public economy. Road making is a science; and though not abstruse, yet some measure of study and practical training are essential to the thorough comprehension of the principles of construction that have been found by experience to be the most economical and serviceable.

There is no country in the world, wherein the people are equally wealthy and intelligent, that has such abominably bad public roads as are found in the United States, especially in the Western States. One reason is we have so much greater mileage to construct; but the principal trouble is cultivated brains and practical skill are not applied to the business of road-making.

In some of the European countries the superintendence of public highways is intrusted only to specially trained expert government engineers. The roads are laid out, graded, and worked on a system based on well-established scientific principles. We shall have to adopt in this country some system of official oversight of the highways if we ever improve upon our present execrable wagon tracks.

It is exceedingly gratifying that our higher institutions of learning are giving some attention to technical training, and to fitting the young to use their intellects in the performance of the practical duties of life. The Vanderbilt has made the entire Nation its debtor by this new departure.—*Chicago Inter-Ocean.*

### MINNEAPOLIS NOTES.

August 30, 1887.

EDITOR WHEEL:

DEAR SIR:—As a result of a two weeks' flying trip to Westem, Mass., and back, I had hoped to have some items of interest regarding roads, clubs, etc., in that part of the country to make up a letter from, but as it rained five days out of ten while there, my impressions of roads may be summed up in two words, "hilly" and "muddy." Many runs that I had anticipated making were rudely shut off by the wet season, and with the exception of a short run at Jamestown, N. Y., along the shores of the famous Chataqua Lake, and a ten or twelve miles run on Chicago boulevards, it hardly paid to take a wheel on a fifteen hundred mile's trip and revolt the souls of the baggage-men en route by small tips to look after same. Like Poo Bah, they pocketed the insults, even on the staunchest L. A. W. roads.

I made short visits to the club-rooms of both the Northampton and Greenfield Clubs in Mass., and was pleased to see how comfortably they are situated, rooms being furnished with pool-tables and plenty of wheel literature, lighted by the electric light, etc., showing a great advance on their earlier surroundings. Club runs were said to be slimly attended, and in this they resemble the clubs of this city. Some notably long and hard rides had been taken by individual members and small squads, but no large number turning out at any one time since May 30.

On getting back to this city I find myself woefully in the dark regarding news in the cycling world, and I trust I may be forgiven for this week if I clip a little from the sporting columns of the *Tribune*. That I have indulged in before now, but as some of the best things in every Monday's *Tribune* are taken from THE WHEEL, an exchange this time may be only fair.

The Minneapolis Bicycle Club held a meeting at their club rooms on Tuesday evening, and took a unanimous vote to consolidate with the Mercury Club if the necessary arrangements could be made. Fred A. Leland, Chas. Barwick, E. A. Savage, J. T. Mannix and J. W. Hayes have been appointed to confer with a committee from the Mercury Club. The action of the Minneapolis Club in desiring to consolidate the two clubs is most sensible, and a union of the clubs is a thing to be desired, as with the large membership which will be the result, more work can be done. There was a larger number present at the club room than has been seen for a long time. The Minneapolis Bicycle Club returned a unanimous vote afterward to the Board of Park Commissioners and to the park police for their repeated courtesies to wheelmen.

At Willows, Cal., a paper has been circulated and signed by a number of merchants and farmers, wherein it is agreed to boycott all persons riding or employing a person who rides a bicycle. This is a new form of attack. A league member writes that the movement was started on account of the careless and inconsiderate action of a few boy riders.—*Bulletin.*

Said a wheelman yesterday: "The names of the farmers and merchants who were asinine and childish to the extent stated above, would be invaluable to any one compiling a list of the complete and self-satisfied idiots of California."

Harry Lackor and E. S. Hale yesterday took a run to the residence of Hale's uncle, which is situated about two miles beyond Excelsior. They rode a Columbia tandem tricycle. The distance, 45 miles, was made in five hours riding time, a creditable performance.

The Minneapolis Bicycle Club will take a club run to Stillwater, Minn., next Sunday, the 11th of September. Full particulars can be learned at the meeting to-morrow evening at the club rooms, 211½ Nicollet avenue. L. B. G.

### EAST HARTFORD NOTES.

Thirty-three prizes will be given in the eleven races on the programme of the East Hartford Wheel club's races September 17, amounting in value to nearly \$500. Of these there will be nine in the open scratch races, nine in the class races, nine in the handicaps and three each in the novice and consolation. From this it will be seen that all grades of riders will have chances to win, and there is no doubt that there will be a large number of entries. In order to prevent any chance of the accidents that sometimes happen, not more than six riders will be started at once. Should there be more, trial heats will be run.



An original scheme, to prevent loafing, will be tried in these races, as shown by the following:

There are five one-mile scratch races on the programme. The first prizes for these five races will be thrown together and the winner of the fastest mile shall have first choice, next fastest second, and so on. In this way the crack riders will of course have an advantage, but the most valuable prizes are generally given to them, and if they choose to throw away that advantage by loafing, it is their own loss. The novice, open, lap, 3:20 class and East Hartford 3:20 class will come under this head. It may be decided to throw the second and third prizes in a pool the same way.

It would seem as if such a plan would prevent loafing being carried to the extent it sometimes is, and would also produce faster going in the class races, and compel the cracks to beat that time.

East Hartford was represented in the Hartford races by C. F. Richmond, L. F. Brasch, E. S. Horton, Wm. James and Chas. Snow. Richmond has done some very good riding in the past, having won eight races out of eleven; two that he lost were handicaps, in which he was scratch. He weighs 160 pounds, and rides a fifty-three inch wheel. Brasch has never raced before, but is a very strong rider on the road. He weighs 175 pounds, and rides a fifty-six inch. Neither of the above began training till September 1, so it would not be surprising if they got left on the 7th, but should be in condition to uphold East Hartford against all comers on the 17th. H. E. B.

#### BICYCLE TOURISTS.

On August 20 Messrs. W. T. Fleming and J. Edgar Gould, of the Pennsylvania Bicycle Club, Philadelphia, Pa., wheeled into the city, having come from Joplin, where Mr. Fleming had been visiting relatives. The two wheelmen rode from Philadelphia to Kansas City, and started Thursday on their return to Philadelphia.

The two wheelmen were enjoying the best of health and in excellent spirits. They have enjoyed the trip hugely. When they have reached Philadelphia they will have rode about 3,500 miles. Mr. Fleming rides a Victor and Mr. Gould an Expert Columbia.

Mr. Fleming, in an interview, stated: "We started from Philadelphia May 16. We first went to Trenton, N. J., Princeton, Franklin Park, New Brunswick and Passaic. Leaving New Jersey we proceeded up the Hudson to Newburgh, Poughkeepsie, Hudson, Troy. From Troy we went to Utica, Syracuse, Auburn, Cayuga, Geneva, Batavia, Buffalo, state line into Ohio, Cleveland, Akron, Urichsville, Cadiz, Smithfield, where we made a few weeks' visit. After a ten days' rain we pushed on to Bridgeport. There we found the old National pike road, and a beautiful road it is, too, which we followed for a distance of 296½ miles into Indianapolis, going through Springfield, Columbus, Dayton. Our average to Indianapolis was sixty-one and one-half miles a day, but after leaving Indianapolis we noticed it required a little more work to make the same number of miles, as the roads became gradually more rough. We found Terre Haute a good place to stay over night July 18, and started again on our (supposed) choice roads of Illinois, and from Edwardsville to St. Louis, a distance of twenty-one and one-half miles, we walked, and pushed our machines over a narrow gauge railroad track, not mounting once until we made our appearance in St. Louis. We remained in St. Louis from Saturday until the following Wednesday, when we once more resumed our journey over the Ozark mountains. From the beginning to the end of this portion of our trip we were misguided. We struck the mountain range at Summit, and went through Union, Sullivan, Cuba, St. James, Rolla Hancock, Richland, Lebanon, Springfield, where we were informed that the Ozarks had ended. We went to Pierce City, Neosho, where we made a two days' visit, and visited Indian Territory, taking in Wyandotte, Schenica and Shawnee school. Striking the Kansas State line at Columbus, we found ourselves in Fort Scott, Pleasanton and La Cygne. Then sixty-two and three-fourths miles, a day's ride, brought us to Kansas City. Last Thursday we rode seventy-four and three-fourths miles over ordinary roads."

The two tourists left Thursday for Philadelphia. Owing to disagreeable weather they were obliged to remain in Independence. It is their intention to make a bee line for Indiana and Ohio. Pennsylvania will be traversed, and the tour will end in Philadelphia. The two gentlemen have ridden 2,314 miles in forty-three days, an average of nearly fifty-four miles per day.

Messrs. W. T. Fleming and J. E. Gould, the members of the Pennsylvania Bicycle club, who passed through this city on Thursday, en route home to Philadelphia, from a visit to the Indian Territory, after having spent a couple of days at Independence on account of inclement weather, started out early yesterday morning, and when near Blue Springs, Fleming was thrown from his wheel and sustained some bruises and cuts. They were barely able to proceed on their way slowly.—*Kansas City Journal*

#### THE RHODE ISLAND WHEELMEN'S OUTING.

AN ASSAULT, AN ARREST, A SENTENCE.

A party of about 30 members, with ladies, of the Rhode Island division, L. A. W., from Providence and thereabouts, started from this city on Monday last on a run to South Natick, under direction of the Roxbury Bicycle Club, by whose invitation they had come. About 11:30 A. M., on the way out, and while in the act of remounting, having stopped for a short rest, a little beyond Wellesley, a very pugnacious individual named Alfred J. Allen, with a companion, drove up behind them in a light express wagon, and, although having more than half the road on the left in which to pass, insisted on driving into the crowd of wheels endangering life and limb, and causing great fright to the ladies. He finally drove up behind the tricycle of Mr. George L. Cooke, a prominent member of the Providence bar, and, in outrageous language, told him that if he didn't get out of the road, he would make him, which he endeavored to do by running into his machine, the front wheel of his wagon striking it, twisting it round and throwing it back against the hind wheel. Mr. Cooke had a maraculous escape from bodily harm, but had his machine badly smashed. Allen having satisfied his beligerent propensities, lashed his horse furiously in an endeavor to escape, but the boys were so incensed at his dastardly work that they gave him hot chase, following him into a rough side road, where he was on the point of escaping, when Dr. E. T. Bogman of Providence hauled out a nickelled pocket flask, and pointing it threatened to shoot him if he didn't stop. The runaway not doubting but that it was a genuine shooter, weakened immediately and pulled up, calling them a lot of "Boston rummies," when he discovered the trick that had been played upon him. They at once got a constable, and brought him to Trial Justice Washburn's office in Wellesley, where he was tried, found guilty of malicious assault and battery, and sentenced to pay a fine of \$10 and costs, in all \$16.79. The whole business was done inside of two hours.

The rest of the day passed off very pleasantly for all. After witnessing the opening performance of "The Corsair," the visitors took the 11 o'clock train for Providence, greatly pleased with their trip.—*Boston Herald*.

#### STEVENS REPLIES TO THE P. M. G.

About the most biased and unfair thing I have seen in print lately, is the *Pall Mall Gazette's* review of Kron's book and mine, as quoted recently in *THE WHEEL*. Kron is abundantly able to speak for himself, so I will confine myself to printing out one or two of the most glaringly unjust criticisms of "Around the World on a Bicycle." My book is, above all things else, just what the *P. M. G.* says it is not; i. e., a "straightforward, simple account of what I saw and did." If there is anything I have carefully avoided in the narrative, it is the wandering away from my own experiences, into commonplace talk about things the people of this country have already learned from dozens of books of travel. Above all things else, my book is a narrative of my own personal adventures.

Occasional inaccuracies and mistakes? Of course; from the very nature of the journey itself, I feel highly flattered that the *P. M. G.* does not single out any but the brightest literary and traveling stars the world has ever produced to compare me and my work by. Anybody would be proud to be mentioned with "Stanley, Burnaby, Mark Twain and Marco Polo"; this alone is no small recommendation, methinks. If the *Gazette* reviewer, however, had given the subject honest and conscientious thought, he would have pointed out also, that whilst Stanley and Burnaby carried with them a library of all the available books of reference, I could not carry with me a single volume. Still, with all this disadvantage, I do not for a

moment concede that my book contains more than a few such commonplace mistakes as using the word "yards" instead of "metres" in speaking of the measurements of French roads. The word metres would, perhaps, have been better than "yards," but my use of the latter work was merely made to place the measurements more accurately before English speaking readers. Surely such trivial circumstances as this ought not to excite the *P. M. G.* reviewer to so scathing a criticism.

I am, of course, extremely sorry that Mark Twain didn't ride around the world with me and write the book in order that readers might revel in the witticisms of that inimitable humorist. This, of course, is, as the *P. M. G.* reviewer in substance remarks, lamentable; still it is matter for some congratulation to think, that while he sees little humor in my book, scores of able American critics have said they found it brimful of it. But perhaps this is not so surprising after all. The British conception of humor is one thing, and the American, another.

The unkindest cut of all, though, I think is the insinuation that, like Jules Verne's winged and finned imagination, it would have been better for my readers had I ridden twenty thousand leagues under the sea, took a spin up to the moon, or whisked around this cold, cruel world in Eighty Days. Instead of this, I only introduced the asp-i-ahen into Koordish camps and Persian harems; princes' courts and royal Oriental presences. I only rode it on the flat roofs of Turkish houses to the acclamations of the populace, dodged Greek brigands, raced Turkish *Zaptichs* and stood off Asiatic banditti. I may feel a trifle prejudiced in favor of the subject of the "characterless frontispiece," as against the *P. M. G.* critic, but somehow after reading the latter's review, I cannot help thinking that it was written about 2 A. M. after a too liberal indulgence of Welch rarebit and treacly English stout.

THOMAS STEVENS.

#### SUMMER DRINKS.

##### HINTS TO CYCLISTS.

**EGG LEMONADE.**—Break an egg into a tumbler, rub two lumps of sugar on the rind of a fine lemon, put the sugar into the tumbler, squeeze the lemon into it with a squeezer, and half fill the tumbler with ice broken small, fill up with water, and with a shaker shake the whole vigorously a few seconds, then grate a little nutmeg over the top. If you have no shaker, beat the egg with a fork. Simple lemonade is greatly improved by rubbing the peel with sugar.

**COLD WATER TEA OR RUSSIAN TEA.**—This is usually made by steeping tea in boiling water in the usual way and setting it in ice. This gives the astringency that is pleasant when hot with cream, but to many tastes very unpleasant when cold. The better way to make it is easier in hot weather, and so made iced tea is a positive luxury. Four hours before you require the tea for use (or over night if you choose) put four teaspoonfuls of tea into a pitcher, pour on it a quart of cold water, cover and set in the ice box. It does not sound as if good tea could be made of cold water, but this is the perfection of cold tea, fragrant without the least bitterness and of a beautiful amber clearness. Sweeten as any other tea. With a little lemon juice and a slice of lemon floating in each glass makes the fashionable "Russian Tea."

**EFFERVESCENT SODA WATER AT HOME.**—Half a dozen syphons of plain soda cost ninety cents, perhaps less in large cities, and if you are known to your druggist you will not be charged for the loan of the syphons. Keep them on ice and you have your soda water ready. Make and keep bottled a few simplified syrups. Vanilla syrup, coffee syrup, ginger syrup, and you can have flavored soda at a moment's notice. In fruit season half fill the glass with fresh fruit syrup and sugar, fill up from the syphon, and you have a drink for the gods.

**SODA MILK.**—This is an excellent and nourishing drink in hot weather, and will remain on the most delicate stomach when anything but koumiss would be rejected, and is simply soda from the syphon and milk.

Pour a bottle of claret into a pitcher, add a sliced orange, leaving out the first and last slice, and a strip of cucumber peel as long as your finger; sweeten with syrup, add, if liked, a wine glass of Santa Cruz rum; set this in crushed ice and just before drinking strain and add the contents of a syphon of soda water, stir and serve at once.



# THE LYNN MEET.

The Lynn race meet came off at the Lynn Cycle Club Track, on Monday last, Labor Day. The weather was superb, the track in fast condition, and the races were warmly enough contested, especially the handicaps. The management was very poor. The men wore microscopic numbers; many of them were dressed in the favorite dark jerseys, but with no other distinctive color, so that on the back-stretch the audience lost all interest in the events, because they are unable to tell one rider from another. The press were ignored and not supplied with proper information. Perhaps it is this slovenly method of running tournaments, that one has to look for the present unpopularity of race meets. Some 1,800 people comprised the audience. The events resulted as follows:

## ONE MILE NOVICES.

W. W. Matthews, Woburn	1
A. E. Jacobs, Malden	2
C. T. Fernald, Malden	3
W. J. Lloyd, Peabody	0
A. R. Davis, Chelsea	0
C. G. Bernard, Chelsea	0
F. M. Scott, Barre, Vt.	0
F. S. Spalding, So. Framingham	0
R. N. Condit, Gloucester	0

Time, 2:57¾.

Matthews ran into the lead on the first lap, and riding strongly all the way, won by fifty yards.

## THREE MILES AMATEUR HANDICAP.

H. S. Hart, New Britain, 155 yards	1
J. F. Midgley, Worcester, 120 yards	2
P. J. Berlo, Boston, 120 yards	3
E. De Blois, Hartford, 120 yards	4
W. Harradon, Springfield, 155 yards	5
A. B. Rich, New York, scratch	0
F. M. Barnett, Lynn, 275 yards	0
E. Bergholtz, Lynn, 275 yards	0
T. Roberts, Poughkeepsie, 250 yards	0
E. F. Simpson, Chelsea, 275 yards	0
W. W. Windle, Clinton, 60 yards	0

Time, 8:37 4-5.

This was a hot contest from start to finish. Rich set out at very fast pace, but stopped at a half mile, evidently thinking he could not win against such long handicaps. The short-markers gradually gained on the long-markers until the field was pretty well bunched. Prominent among the leaders were Midgley, De Blois, Hart, Berlo and Windle. At one mile, De Blois was leading, with Barnett, Roberts, Bergholtz, and Hart close up. For the next two laps it was nip and tuck, first one man leading, then another. The struggle down the homestretch was of the most exciting kind, and at fifty yards from the tape it was impossible to tell who would win. Nearing the tape, Hart made a final effort, and won a hard fought race. Just before crossing the tape, Barnett ran his wheel into Roberts' wheel, and both fell heavily to the ground.

## THREE MILES HANDICAP PROFESSIONAL.

W. A. Rowe, scratch	1
H. G. Crocker, 130 yards	2
A. Nightingale, 350 yards	3

Rowe's time, 2:35; 5:42 1-5; 8:35 4-5. Rowe simply played with his men, catching them easily early in the race. On the last lap, Crocker was permitted to dash away with a short lead, and after Rowe had allowed the audience a little healthy excitement, he crockered up to Crocker, and showed him the way over the tape.

## ONE MILE, BOYS' RACE.

W. H. Senter, Rockland	1
W. F. Richardson, Reading	2
A. W. Porter, Newton	3

Time, 3:09.

Senter won easily by two lengths, which might have been twenty had the "boy champion" so willed.

## ONE MILE TANDEM TRICYCLE.

A. B. Rich,	}	1
D. G. Hunter,		
C. E. Whitten,	}	2
L. Beazley,		
E. Bergholtz,	}	0
J. F. Lang,		

Time 3:07 3-5.

Lang and Bergholtz sought the seclusion of the ditch on the first lap. The other teams had a slight brush on the last lap, which resulted in a win for the Rich-Hunter combination by a few feet.

## TWO MILES PROFESSIONAL HANDICAP.

W. A. Rowe, scratch	1
H. G. Crocker, 75 yards	2
S. P. Hollingsworth, 160 yards	3
A. Nightingale, 250 yards	4

Times, 2:45½; 5:43.

This race was ran about the same as the two miles, Rowe waiting behind till near the tape, when he moved forward and won as he pleased.

## TWO MILES AMATEUR HANDICAP.

E. A. De Blois, Hartford, 80 yards	1
P. J. Berlo, Boston, 175 yards	2
J. F. Midgley, Worcester, 175 yards	3
E. F. Simpson, Chelsea, 175 yards	0
A. R. Davis, Chelsea, 200 yards	0
C. G. Bernard, Chelsea, 175 yards	0
E. Bergholtz, Lynn, 175 yards	0
F. Pearson, Malden, 200 yards	0
H. B. Arnold, New Britain, 200 yards	0
W. Harradon, Springfield, 75 yards	0
H. H. Senter, Rockland, 200 yards	0
E. G. Howard, Chelsea, 200 yards	0
H. S. Hart, New Britain, 110 yards	0
A. B. Rich, New York, scratch	0

Time, 5:35¾.

Rich dropped out early in the race, being over-handicapped. De Blois won by a grand spurt near the finish.

## ONE MILE CONSOLATION.

W. Harradon	1
E. Bergholtz	2
C. G. Bernard	3

Time, 3:06¾.

The officials were as follows: Referee, E. P. Burnham of Newton; judges, L. D. Munger, of Detroit, Mich., T. W. Eck, of Saugus, F. E. Bel-den, of Hartford, Conn.; timers, George E. Butler, of Lynn, T. F. Tully, of Lynn, A. Kennedy-Child, of Boston; scorers, W. A. Reed, of Gloucester, Fred. B. Bent, of Lynn, H. A. Lenhard, of East Cambridge; clerk, J. H. Shuman, of Lynn; assistant clerk, Fred. S. Hitchcock; starter, E. G. Young.

## FIXTURES.

September 10.—Philadelphia Road-Race for Try-on Cup.

Sept. 10.—Central Wheelmen's Celebration and Race Meet, Cincinnati, Ohio.

September 15.—Louisiana Division Race Meet at New Orleans.

Sept. 16.—Columbia Bicycle Club races, North Attleboro, Mass.

Sept. 17.—N. A. A. A. A. Championship Race.

September 17.—East Hartford Meet.

Sept. 20.—Rhode Island Division, Narragansett Park, Providence.

September 21.—Albany Wheelmen's Race Meet.

Sept. 23, 24.—New York State Division Meet at Coopertown, N. Y.

September 29.—Allegheny Wheel Club Tournament at Pittsburg.

September 30, October 1.—Missouri Division L. A. W. Meet.

Sept. 30-Oct. 1.—Detroit Bicycle Club Races.

September 22.—Binghamton, N. Y. Race Meet.

September 13, 14.—Tennessee Division Meet at Memphis.

October 6.—Boston, Chicago Road-Race.

October 4, 5.—Races at Woodstock, Va.

September 30, October 1.—Detroit Bicycle Races.

September 29.—Allegheny Wheel Club, Pittsburg, Pa.

## TOURNAMENT AT MITCHELL, DAKOTA.

The following is a list of prizes which will be given at the Mitchell Bicycle Club races at Mitchell, Dak., Sept. 28, 29 and 30.

September 28.—One-fourth mile amateur, two in three: First prize, bicycle lamp; second prize, Brooks' cyclometer; third prize, Harwood bell; fourth prize, oil can.

One mile amateur dash: First, stop watch; second, gold pen and holder, third, cuff buttons; fourth, necktie.

One mile, professional, two in three; First, \$15; second \$10; third, \$5.

One half mile, safety: First, bicycle coat; second, knee breeches; third, L. A. W. cap; fourth, wrench.

Races, four. Events possible, eight.

September 29.—One-half mile amateur, two in three: First, ball pedals; second, Kellogg bicycle

shoes; third, L. A. W. hose; fourth, L. U. G. car.

One mile, professional, territorial championship: First, gold medal; second, silver medal.

Two mile, amateur dash: Downe's cyclometer; second, Butcher cyclometer; third, L. A. W. shirt; fourth, belt.

One-fourth mile, professional, two in three: First, \$10; second, \$5; third, \$3.

Races, four. Events possible, eight.

Sept. 30.—One mile club race: First, silver cup; second, bicycle shoes; third, *Bicycling World*; fourth, *Wheelman*.

One-fourth mile, bands off: First, box of cigars; second, tool bag; third, screw driver; fourth, hooks.

One mile amateur territorial championship: First, gold medal; second, silver medal; third, tool bag; fourth, calliope.

Five-mile professional dash: First, \$30; second, \$20; third, \$10.

Three-mile amateur lap race: First, Lakin's cyclometer; second, saddle; third, handles; fourth, wrench.

One-half mile consolation: First, Victor saddle; second M. I. P. bag; third, bicycle pin; fourth, carrier.

Six races. Amount of prizes, \$327.95.

The Parker Bicycle Club, of Parker, Dak., will hold a race meet September 16, and a 25-mile road race October 1.

## THE ORANGE WANDERERS' RACE MEET.

The Fall race meet of the Orange Wanderers' will be held on the Roseville, N. J., track, on Saturday, September 17.

## PROGRAMME.

One Mile Novice, bicycle.  
Half Mile Amateur, bicycle handicap.  
Two Mile Amateur, bicycle handicap.  
One Mile Amateur, tandem handicap.  
Club Race.  
Half Mile Amateur, bicycle dash.  
Two Mile Amateur, bicycle, 5:50 limit.  
One Mile Orange Wanderers' handicap.  
One Mile Amateur, bicycle lap.  
Club Race.  
One Mile Amateur, bicycle, 2:45 limit, for handsome prize.  
One Mile Consolation.

Entrance fee, fifty cents for each event; close September 14, with L. H. Johnson, 401 Main street, Orange, N. J. Valuable prizes will be given to first and second in each event.

## RACING IN BROOKLYN.

The several events held by the Nassau Wheelmen at the Brooklyn Grounds on Labor Day, resulted as follows:

ONE MILE HANDICAP.—First [Heat: first and second in final—E. C. Parker, Harlem Wheelmen; 150 yards, 3:06 4-5; J. W. Bate, Nassau Wheelmen, 160 yards, 2nd; H. L. Powers, Harlem Wheelmen, 70 yards, 3rd. Powers waited too long, or he might have won.

SECOND HEAT.—E. Hornbostel, Jr., Ilderan, B. C., 100 yards, 3:15 4-5; H. J. Hall, K. C. W., 40 yards, 2d. This was a walk over.

FINAL HEAT.—Parker, 3:05 2-5; Bate, 2nd, by several lengths; E. Hornbostel, 3d, by a like distance; Hall, 0.

ONE MILE BICYCLE HANDICAP.—Mount and dismount twice on each lap: J. W. Schoefer, Ilderan, B. C., 130 yards, 3:58; H. J. Hall, Jr., K. C. W., 10 yards, 2d by a long way; J. W. Bate, N. W., 140 yards, 3d. Schoefer mounted and dismounted very rapidly, and won easily.

ONE MILE HANDICAP, ROADSTERS, 36 LBS. AND OVER.—J. W. Schoefer, 120 yards, 3:10 1-5; J. A. Constant, Brooklyn, 120 yards, 2d; Wm. Schumacher, L. I. W., 150 yards, 3d.

THREE MILES BICYCLE HANDICAP.—H. L. Powers, Harlem Wheelmen, 225 yards, 9:54 2-5; E. C. Parker, Harlem Wheelmen, 325 yards, 2d by a length; J. H. Mellor, Nassau Wheelmen, 275 yards, 0; H. J. Hall, Jr., K. C. W., 100 yards 0; W. E. Crist, Capital Club, scratch. Neither Crist nor Hall were in form, and were unable to negotiate the corners. The brush between H. L. Powers and Parker was interesting.

Wheelmen desiring to purchase or examine Star wheels, are offered a good opportunity at the H. B. Smith Machine Company's New York Depot, 115 Liberty street. A fine stock of new wheels, and a full list of parts are kept on hand.



## WHEEL GOSSIP.

Kansas City will fall in line with a race meet.

There is a marked increase in tandem riders at Baltimore.

The Philadelphia Road-Race for the Tryon Cup takes place to-morrow.

The Maryland Club, of Baltimore, has removed to a fine house on Eutaw Place.

Information has been received that Howell will positively come over this Fall.

The Orange Wanderers have resigned from the Team Road Racing Association.

It is rumored that a number of cycling depots will be opened in New York next Spring.

The Pope Calendar for 1888 is already being prepared. It will be an improvement on its predecessors.

The Long Island Wheelmen have called a club run for Cooperstown, N. Y., leaving Brooklyn, Thursday, September 22d.

The Gormully and Jeffery team, consisting of Messrs. Whittaker, Dingley, Knapp, Munger and Eck are quartered at Lynn.

The Fall Meeting of the Board of Officers, League of American Wheelmen, will be held in New York city on October 16.

The Overman Wheel Company will make a new departure and manufacture boys' wheels, of good pattern, from 38 to 48 inches.

A number of fast wheelmen are entered for the Manhattan Club's two mile handicap, which will take place at their grounds to-morrow afternoon.

Harry Gordon, the St. Louis racing man, recently competed against a horse at Sedalia, Mo. It is said the Racing Board will expel him from the League.

We are indebted to Mr. Edwin Oliver, of the Gormully & Jeffery Mfg. Co., for the copy of the Chicago *Inter-Ocean*, from which we have quoted "A New Departure."

J. W. Powers has not been ill with malaria, as was recently reported. He has just returned from a three weeks' vacation, and will shortly commence training.

The Riverside Wheelmen took a run last week through Red Bank, Sea Bright, Long Branch, Elberon and Asbury Park, returning via Long Branch to New York.

The semi-annual business meeting of the Inter-Club Road Racing Association will be held on Saturday evening, September 10, at eight o'clock, at the New York Metal Exchange.

A wheelman named Frank Scott, left Barre, Vt., last week, for a 900 mile tour a-wheel. He will pass through Lynn, Mass., Portland, Me., and through the White Mountains.

Mr. J. S. Rogers, of St. Louis, is on a business trip East. He will remain in Gotham till about October 1, with the exception of a week's trip to the Hub, from September 20 to 27.

Mr. H. C. Tuttle, who built the Lynn Cycle Track, has filled an attachment for \$800 upon the property of the Lynn Cycle Club Track Association's property. It is stated that the association owes \$1,700.

A number of New York State Wheelmen will leave for the Cooperstown Meet two days earlier than the meet, in order to stop over at the Albany race meet. Wheelmen who visit the Capitol City may be sure of a warm welcome.

The Northwest Cycle Club, of Portland, Oregon, was organized May 27, 1887. A copy of its Constitution and By-Laws has just been received. The club has nineteen active members, and five honorary members, the latter all ladies.

At the recent New Jersey Cycling Meet, several racing men refused to pay their entrance fees. This is neither amateurish, gentlemanly or honest. Race meet committees should sit down very hard and rather suddenly on this species of racing men.

A five days' tournament, under the management of Fred T. Merrill, will be held in connection with the State Fair, on September 12, 13, 14, 15 and 16. The track will be either four or five laps to the mile, and will be built specially for cycle racing.

Some 5 000 people witnessed the Labor Day sports at Weymouth, Mass. Among the events was a mile bicycle handicap, which resulted as follows: F. Douglass, Rockland, 3.05; A. F. Caldwell, Brockton, 3.14; W. L. Brown, Rockland, 3.15.

The Boston to Chicago road race, the details of which we published last week, even before our contemporaries had announced the race, will be started October 3 at 6 A. M. The race was projected and will be under the management of the *Bicycling World*.

At the New York Athletic Club Games, to be held at its grounds at Mott Haven, on October 1st, at 2.30 P. M., a two mile bicycle handicap will be decided. Entrance fee, 50 cents for each event; close September 21, with Otto Ruhl, 104 W. 55th Street, N. Y. City.

A one mile race for the championship of Waltham, Mass., took place at Chestnut Hill Reservoir on Labor Day. Result: A. W. Hails, Watertown, Mass., 3.36; C. E. Tracy, Waltham, by 15 yards. Bignall, of the Medford Club, gave a mile and a light exhibition; time, 3.28.

Major Pond is rapidly filling up October and November dates for Thomas Stevens' lecture tour. Stevens has improved the subject matter of the lecture considerably, and has also taken lessons in the New York School of Oratory to improve his style of delivery.

We dropped into Charlie Schwalbach's wheel rooms on Saturday afternoon last and found him up to his eyes in business. Not a trike or a tandem to be had; all out on the road. Charlie reports a good season for the New Mails, which, by the way, are sterling good wheels.

Mr. Robert Todd (Esquire by Act of Parliament), Solicitor of the High Court of Justice, of 3, Albany Courtyard, Piccadilly, and Whetstone, Middlesex, has "unalterably" resigned as Secretary of the N. C. U. The *Cyclist* pays a high compliment to his common sense, perception, energy, etc.

The second 25-mile road race of the Eastern Road Club will take place Saturday, October 8, starting at 2.30 o'clock from Beacon street, opposite the reservoir. There will be six or eight teams contest. All clubs wishing to enter a team in this race will please notify W. R. Maxwell, secretary of the club, Pollard square, Somerville.

A. F. Webster and C. F. Lavender, members of the Toronto, Canada, Bicycle Club, recently accomplished 175 miles in 21 hours, 40 minutes, of which four and a half hours were used for resting and meals. Their route was straight away from Toronto to Kingston. Lavender rode a rear driving Comet Safety, geared to 57 inches, and Webster a 52-inch Invincible roadster.

One of the features of the Century Wheel Club's social life are dog-alligator fights. One of the members possesses a great dog, and another has a young alligator, about two feet long, which has become quite a club favorite. The Century Club occupies one of a row of elegant houses on North Broad street, Philadelphia. Its captain is Kirk Brown, the well-known Philadelphia cycling dealer.

Says the *Cyclist*: "America is just passing through such a horse vs. bicycle war as was waged here about 1873-5." So we are just at the stage in which English cycling was fourteen years ago; therefore, being a go-ahead race, we may presume that cycling in America will reach the same proportions and yield the same pleasure as it now does in England, in about eight years from now; i.e., about 1895."

A German bicycle rider, Mr. Amil Pfaler, has been touring from Kief to St. Petersburg, Russia. The distance is about 1,000 miles, and it took Mr. Pfaler ten days to accomplish it. The tour was not one of unalloyed pleasure. What with shepherds, who thought he was a good target to practice on with their firearms, and what with dogs, who took him to be fair game to chew up, the enterprising German did not have a hilarious time.

Mr. J. Kemp Bartlett, Chief Consul of Maryland, was in Gotham on Thursday and Friday last. He reports a bicyclic boom in Baltimore this year; not exactly a boom either, but a steady and healthy increase. Mr. Bartlett is a fine specimen of a wheelman, being a few inches over six feet in height, of proportionate build and fine weight. He took a trip to the "art gallery" in Warren street, in company with Rights and Privileges Luscomb.

The Cooper House, Cooperstown, N. Y., will no doubt be the favorite resort for wheelmen desiring first class accommodations at the New York State Meet. Its appointments are excellent and its culinary department unexcelled. It is by far the best hotel in Cooperstown, and as most wheelmen want nothing but the best, many of them will rendezvous at the Cooper House. During the meet, its proprietor will give a hop to the wheelmen.

"Traveling on a Wheel," was the title of a column article in the New York *Times* of September 4, giving a favorable review to the bicycling books of Thomas Stevens and Karl Kron. The latter's "X. M. Miles" was also complimented by the New York *Star* of the following day, which said: "To a man who desired to journey over the ground covered by this indefatigable traveler and writer, this book would prove altogether indispensable."

September 22 is the date fixed upon for the races at Binghamton, New York, on the five-lap bicycle track at Riverside Park. A full programme of events will be provided for the men. There will be a parade of visiting wheelmen at 11 o'clock, A. M., and a first-class entertainment in the evening at the Binghamton Opera House, under the auspices of the club. An elegant piece of statuary will be presented to the largest and best appearing visiting club in the parade.

East Hartford Tournament, Saturday, Sept. 17. Events: Half mile, handicap, open in heats; one mile, novice, open; three mile, open 10 class; one mile, open; one mile, East Hartford Wheelmen, 3:20 class; two mile, handicap, open; one mile, lap, open; one mile, open, 3:20 class; one mile, handicap, open; three mile, open; one mile, consolation. Three prizes will be offered in each event. Entrance, fifty cents for each event; close September 13, with H. E. Bidwell, P. O. Box 173, East Hartford, Conn.

NEW YORK CLUB'S MILEAGE.—The mileage of the New York Club for August was 2,176. J. F. McFadden leads the list with 528 miles; Harry M. Archer wheeled 370; A. J. Patterson covered 253 and Frank H. Reilly 204 miles. Some of the total mileages up to September 1 are: J. M. McFadden, 2,003; F. M. Daniels, 1,480; J. H. Hanson, 1,357; Harry M. Archer, 1,161; E. J. Shriver, 955; A. J. Patterson, 903. The club's mileage to date is 15,323 miles, of which 5,078 were out of the city.

NEWARK WHEELMEN, BEWARE!—The citizens of the Eighth ward are incensed at the conduct of reckless riders who use and almost monopolize the sidewalks in direct violation of a city ordinance. One evening last week two young ladies had their dresses soiled by a rider, who swept against them as he rode by without giving any warning. A policeman stood looking on and said nothing. A number of citizens will come forward at the next meeting of the Police Commissioners and demand that instructions be given to patrolmen to arrest all cyclists who use the walks.—*Newark Call*.

"Black Enamel For Tricycles—Fuse forty ounces asphaltum, and add half a gallon of boiled linseed oil, six ounces red lead, six ounces litharge, and four ounces sulphate of zinc, dried and powdered. Boil for two hours, and mix in eight ounces fused dark amber gum and a pint of hot linseed oil, and boil again for two hours more. When the mass has thickened again, withdraw the heat, thin down with a gallon of turpentine. Cement for Bicycle Tyres—Melt two parts of asphalt and one part of gutta percha together in an iron crucible. When quite hot, apply to the wheel, which must also be hot; then slip on the tyre. If the wheel is not hot, the cement will turn out a failure."—*Chemist and Druggist*.

The trial of Fred Wood, the English professional bicyclist, came off at Melbourne, Australia, on June 26. Wood was arrested by one William Marshall, on a charge of stealing. The money was taken from Mrs. Marshall, with whom Wood was criminally intimate, but on the day of the trial, she denied all previous statements, and claimed that she had given the money to Wood. The defendant was discharged. During the proceedings, it transpired that Wood maintained improper relations with Mrs. Marshall, while at the same time she supplied him with money to the extent of £67. There is but one word in the language that can be applied to Wood, and it represents the most despicable form of "crookedness" to which man can stoop.



## THE RHODE ISLAND DIVISION'S EXCURSION.

Those of the Rhode Island Division L. A. W. who failed to take in the Second Annual Excursion Monday, Sept. 5, neglected an event of a lifetime, for with a perfect day, social party and splendid roads no one could fail to enjoy it.

Part of the Division started early Sunday morning from Warren on their wheels, stopping at Foxboro to indulge in a hearty (?) breakfast of fish-balls, and thus refreshed proceeded on their way, their next destination being the Faneuil House at Brighton, where dinner was served, after which they started for Boston, arriving about 4 P. M.

The balance of the Division went on the train, leaving Providence at 6 A. M. Monday, were met at Trinity Square, and were soon afterward joined by some of the Roxbury Club and that Prince of good fellows, Dr. Wm. H. Emery, whose presence as well as that of the others of his club added a great deal of enjoyment to the run.

The party, now numbering over thirty, started on their way, leaving the Square about 8 A. M., with Lieutenant Speirs of the R. I. W. in command, and taking a somewhat different route than the one selected on programme, arrived at Watertown about nine o'clock and partook of an excellent breakfast at the Union Market House, which was heartily enjoyed. After a rest of an hour or so the line was again formed, proceeded onward, and when near Wellesly the event of the day occurred, viz: an adventure with the genuine road hog with genuine bristles.

Everything was going along smoothly when up came his hogship behind compelling one wheelmen to dismount, nearly upsetting another and with a "get out of the way there," struck a tricycle ridden by Mr. G. L. Cooke, Jr., nearly upsetting that gentleman and somewhat damaging the wheel.

Well, that was more than the natural good nature of a Rhode Island man could stand, and the blood of the entire column was up; so chase was given immediately, and although he had got a good start, was pursued with so much determination that he endeavored by turning up a rocky cross road to prevent the boys from following him on their wheels.

For a moment he seemed likely to succeed, but a new danger now threatened him, for away in the field, running across lots for all he was worth was the alert Doctor Bogman shouting "stop or I'll shoot," although just what he intended to shoot with was not disclosed until later when it proved to be a pocket medicine flask.

Well, the man stopped at the sight of the Doctor's weapon and was quickly surrounded by excited wheelmen while Chief Consul Chase caught the horse by the bridle and effectually prevented his further progress. Meantime Artist Spencer of Pawtucket sitting on a rock sketched the hog in all his glory.

As quickly as possible, however, a constable was found, writ served, and Mr. Alfred J. Allen (the hog) was brought before Justice Washburne of Wellesly, who after hearing the testimony decided the prisoner guilty of malicious assault and fined him \$10, and costs amounting to \$16.79.

It is hardly necessary to say that the boys were pleased and sixteen seventy-nine came to be mystic numbers, and frequently spoken of during the day.

After the trial, wheels were mounted, and the column proceeded to Bailey's Hotel, South Natick, where a first class dinner was served and enjoyed with an appetite characteristic of wheelmen, R. I. Wheelmen in particular.

Time enough was allowed afterwards for several games of pool played in a very expert (?) manner and then the party started, or attempted to start, when a hearty laugh was raised at the expense of a very temperate cycle dealer of Providence attempting to ride with a champagne bottle attached to his wheel.

Another start was made and soon arrived at the famous Hunnewell estate, where nearly an hour was spent in looking over the beautiful grounds.

Once more in the saddle, the line started for Chestnut Hill Reservoir, and with the exception of one of the boys being taken suddenly ill and going to Boston by train, nothing happened to specially note until near the Reservoir, when a couple of Boston boys succeeded in falling over each other, the result being a broken crank and possibly broken friendship, as when the line passed by they

were holding an animated discussion as to who was to blame.

The sand-papered roads around the Reservoir were enjoyed hugely, as also was the water from the well, for, as Dr. Emery had said, not to visit that well was not to visit the Reservoir.

It now being nearly sunset, it was thought advisable to reach Boston before dark and the line started on, making the run of seven miles in thirty-five minutes.

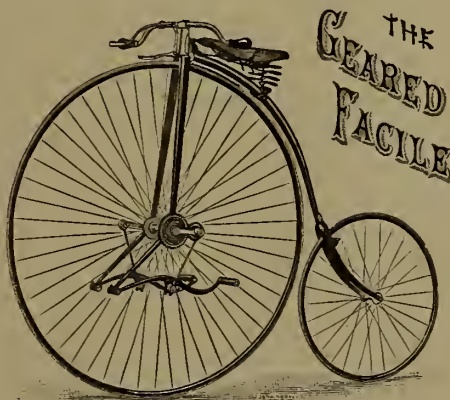
Arriving in Boston, the wheels were securely stored in a special car, and the boys started out for supper, and succeeded in amusing themselves in various ways.

Some of party under the escort of Dr. Emery, visited the *Globe* building, and passed a very pleasant and profitable hour in looking over the various ways of printing a newspaper.

The party left on the 11 o'clock train for Providence.

Mention should be made of the ladies who accompanied us, there being three whose presence added greatly to the pleasure of the run.

N. H. G.



THE GEARED FACILE.

The construction and working of this machine, the first specimens of which have at last arrived and can now be seen, are so unlike anything yet shown in the cycle line that an explanation of the paradox of increasing speed by transmitting it through a smaller wheel to a larger one will be interesting.

The usual solid axle connecting the hubs is replaced by a hollow one of steel tubing; the larger or Sun wheel is firmly fixed to this hollow axle, outside the fork, so that axle, hubs, driver, and Sun wheel all move together. The cranks are keyed to a hollow axle, which passes through the hollow one, and neither cranks nor solid axle is joined to or affects the driving-wheel except through the two gear-wheels. The hollow axle and the solid one travel in the same direction, but at different speeds. Interposed between the two are five rows of adjustable balls, so that each axle runs "on" the other; but while the solid axle is going round once within and "on" the hollow one the latter is running one-and-a-half times outside and "on" the inner one. This is the first oddity, some of the balls appearing to travel at two different speeds at the same time. How they manage it is their own affair, so long as they do their work, and we will not borrow trouble about it.

For brevity, designate the gear-wheels as S and P. The connecting-rod is attached, not to the crank but to wheel P, and it holds that wheel from revolving, the same teeth on it always remaining adjacent to the upper end of the rod; thus P travels in its orbit around S, and the puzzle is how it causes S to revolve on its own axis with accelerated speed. It looks like a case of the tail wagging the dog, and although a simple matter is so queer that people are sometimes bothered to "see" it after the explanation is given.

When P and the crank have moved round once and returned to the position shown in the cut, the driver has clearly made one turn; the question is, how has P caused it to make also the extra half-turn? Let us disconnect the lower end of connecting-rod from the lever, and drop the latter down. Then, if we hold the crank just where it is shown in cut, and, taking hold of the lower end of the detached rod, turn it around once, wheel S will make a half-turn, and the driving-wheel with it, P being half the size of S. Now take hold of the crank-end and wheel P, keeping P and S in the same position with reference to each other, and move the crank to a point opposite where it is in

cut; wheel S and the driver will have made a half-turn, and the connecting-rod will be pointing up into the air instead of down. Now carry the lower end of rod back to its former position, which will give wheel P another half-turn and give S an added quarter-turn; in a half-turn of the crank we have then given the driver three-quarters of a turn. In action, one full stroke of the lever up and down does this, practically: it carries S round once, as usual, and also "grinds" P round one turn, which clearly makes S take a half-turn more. In other words, the crank and two-gear wheels run once round as if they were solid together, and also small wheel P is revolved once on its axis *backwards*, giving S a half-turn more. Wheel P is thus revolved, in effect, by being prevented from revolving. The driving effect produced is the resultant of these two operations, one occurring and the other prevented; we have therefore the paradox that a thing which don't happen produces precisely the same effect as would be produced if it did happen.

Another oddity of this machine is that the crank on the geared side does not operate as cranks usually do. When this crank is opposite to the position shown in cut, the pull down from the left lever passes from P to S direct, the crank serving only as a brace to hold the parts in their relative positions; when the parts are as shown in cut, the right lever drives, transmitting its power through the solid axle and the left crank from its centre outward. In all other machines using cranks, power is applied to the ends of the cranks alternately; in this machine, the power applied on the left side does not really use the crank at all, and that applied on the right side uses it merely as a conductor of power to the gear.

As the machine moves, there is a constant effort on part of small wheel P to break loose from its fastening and roll round on wheel S instead of dragging the latter at a hastened pace. The usual strain on the connecting-rod is tensile simply; but on the geared side this effort of P to break away tends to break the rod from the back side, and so the rod has to be strengthened to meet this.

There is another peculiarity not at present brought into use—this gear is capable of yielding two speeds. On the usual ungeared Facile, the crank-pin is fast in the crank end, and has its bearing at the top of the connecting-rod; this is constructed just the reverse, the pin or stud which passes through the planet-wheel P being keyed fast to both P and the end of the rod, while the bearing is within the crank-end, and between the two. Now if this is shifted back, wheels P and S being locked together by fastening the former to the crank and freeing it from the connecting-rod, it is plain that the gearing becomes inert, and the machine runs level. The patent covers a small lever and sliding-clutch, by which, without dismounting, wheel P can be locked to the crank (in which case the machine is ungeared and runs level), or to the connecting-rod as shown, in which case it is geared up. Whether this construction will be put into use, and, if so, how soon, I am not yet able to say.

The operation described is not complex, although the explanation, which is as clear as I could make it, may perhaps seem so. But is the machine itself good? That you must not ask me, for I have it for sale, and might naturally be expected to say so; for a perfectly competent and candid opinion, go to the nearest man who deals in chain-gear machines. As for the Facile—well, prejudice is mighty, and *could* any good thing come out of Nazareth?

This geared axle is the most beautiful piece of mechanism ever put into a bicycle. The Geared Facile is light, and runs easily and smoothly; really, I came near saying, by sheer inadvertence, that I verily believe it has a great future before it, and is by far the best.

It has its own way to make, as the ungeared Facile has had. Time will show, and only time can, what are its merits and demerits as compared with all other cycles. But "don't never prophesy, unless you know," and if anybody is looking for a cycle, combining all desirable points, and avoiding all undesirable ones, please don't come to me—I never had any such—go where they advertise perfection straight.

JULIUS WILCOX.

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



## SUMMER SAUNTERINGS AWHEEL.

TWO STAMFORD CYCLERS IN ENGLAND—LIVERPOOL TO STRATFORD-ON-AVON.

## SECOND PAPER.

The first infliction upon the *Advocate* readers was closed on shipboard, and when we were like one Columbus, very desirous to see land, and we might begin this by telling how Jack had for some time been bringing the ship into trim for entering port, by paint, varnish and scrubbing decks. On the last day out, deck chairs are not so much used, many are folded and put away, the passengers slick up, and have a restless, getting-ready-for-land air, and crowd the rail on the landward side of the steamer, to see, welcome and discuss the first faint, gray outline of the southern Irish coast, the region of Bantry Bay, which we saw before noon of July 14, and for hours we ran along the rugged and broken highlands, tilled in sections where possible, surmounted by occasional lighthouses and guarded, it is said, by English cannon, for there are little fort-like structures to be seen.

The absence of trees, the scant verdure and barren appearance of the coast, belie the popular notion that the whole island was of "emerald."

Large flocks of gulls surround the steamer in a prolonged whirl as if welcoming us to land, but the white foam of the breakers constantly dashing against the cliff-like old rocks seem to warn us away, and the ship heeds their admonition.

Now we are abreast Fastnet light, a tall white tower with a red band around it, and all eyes and glasses were brought to bear upon it, as they are upon every new object.

Off Queenstown, at last, and the tender makes fast alongside for passengers and luggage; the latter is banged and dragged down a plank with cross sticks on it, instead of a smooth one that would do them no harm. We believe sailors do things in the hardest way, and ever will. As we are left by the curious, side-wheeled tender, the sun goes down in a flood of golden splendor, and we had a marine picture not soon to be forgotten by many of the sea-weary voyagers. There were some tender and happy scenes as that complement of passengers boarded the tender, for many were returning from long sojourns in the wild western world.

We have concluded not only to believe the world three-fourths water, but nearer eight-tenths, after our recent seagoing.

Up about the "Old Head of Kinsale" are beautiful fields of various crops in greens and yellows of ripening grain, and hedges and stone walls map the hills in a neat and attractive manner.

Soon we are running along the Welsh south coast, pass South Stack and Holy headlights, the air grew warmer and our spirits arose with the mercury.

The "Great Eastern" was pointed out to us as we entered Liverpool harbor amid considerable bluster by the little old-fashioned side-wheeled tugs, as they pushed busily about. After a little delay at the Custom House, the comforts of a hotel was found, and we look about a little.

As we are rushed up town in a rapidly driven cab, the first impression is of the black and dirty appearance of the low but substantial stone buildings, the narrow streets, with paving that varies from good to bad, and the rather peculiar dress of the people.

The street cars—trams—are double decked and loaded to the waterline.

A room at our hotel was had for three shillings each person—equal to seventy-two cents each—and the expenses at a good house is about as high as America, although out of the cities here we can live much cheaper. Monster Norman draught horses pull huge trucks slowly about the streets, and brisk little ponies to cabs dash about like "be-sons of haste and energy."

Down between queer old-time buildings are dark alleys, they call lanes, in which a fugitive could easily escape the neatly dark blue uniformed police; their helmet is in the style of that worn by armored knights of old. We see no wooden houses; they are stone, brick or iron, and are finished inside somewhat like our own. In signs the English are not ahead of Americans, although some good work is seen.

In an early morning walk, we observed that the police were putting printed notices into all jewelry and pawn shops, that a robbery of silverware had been made during the night, as it is the custom to warn them and help catch the thieves; that the laboring men dress much alike, in very tight, short and dirty white trousers, with a strap around the leg below the knee, its use we have not yet discovered; a coat much too short, big clanking brogans

and an indescribable cap. It takes a little time to adjust things, get used to English money and ways, and it was afternoon of the second day in Liverpool when we wheeled down to Rock Ferry and crossed over the river to begin our outing in the most enjoyable manner, that of cycling a month in England.

The eighteen miles to Chester, through a fine farming district that is famous for the "Chester cheese," were so short and easy that we longed for more, but put up at the "Pied Bull," which was a good specimen of the many wayside taverns, with all the queer names their owners could think of. Here are the very narrow streets one sees in most of these old towns, and this is one of the oldest, as the old Roman wall yet stands round most of the place, as it did when in the hands of those old builders of it.

There are frequent watch towers, with port holes for muskets or bow and arrow, and at one place an iron barred prison with rude stone seats. For a mile or more we walked along the wall, and were so pleased that churchtime passed before we knew it and we missed a visit to the old Cathedral, which is a fine old pile, from the glimpse we had as we wheeled past. Curious styles of architecture are all about the old town, and the interiors vie with the exteriors in oddity of design. The dining room—commercial room, they call it of our hotel—is wainscoted with small panels of oak, that look every bit as old as the four hundred years which the landlord says it has been a hotel. The mortar has fallen out the seams in bricks and stone, and the marks of time's fingers are all over the place. Open grates are about the only heating apparatus we find in England.

Ale seems to be the staff of life here, for it flows in profusion, and places for its sale are on every hand. A feature of hotel service here is the putting upon the table big joints and loaves, for a man to cut and carve at his own satisfaction. To illustrate—we called for a little cheese, and the girl brought on a piece that would weigh twenty pounds, but what they lay three knives and three forks at each plate for, is more than we understand.

Some very noisily rude wheelmen came to the "Pied Bull" for tea, and were the roaringest fellows for sober men we ever saw. The "Pied Bull" is on Northgate street; the main streets are named after the great gates that used to be at the four sides of the old town, as East, West, North and Southgate streets. Now the gates are gone, and the names perpetuate the memories of those troublous times of long ago. The streets here are only sixteen feet wide between the three wide sidewalks, and ten people walk in the street to one on the narrow walks. The diminutive donkeys tethered to great carts remind one of Southern scenes, and at times the cart so hides the little beast of burden, that it seems to be going by magic.

The red-coated soldiers of the Queen, swarm in jaunty idleness and numbers on the streets, looking as brave and gallant as they can under such little absurd caps as they wear—the smallest of skull caps—held on by a big leather strap.

The *Cheshire Observer* is their county paper, and notes among other things here recently, a mild whirlwind that upset boats in the river, and carried on in a bad way generally. They should see a wild Western cyclone when it is angry.

They are still finding relics of Roman times here, and the latest is a carved stone figure of a nude man, with a weapon in a raised right hand. It was in fine relief and was part of an allegorical freize.

Early Sunday morning a band of men and women marched through the streets singing hymns, and proved to be those who were conducting a camp meeting in town. They were not the Salvation Army which we find over here in many places.

Wheat, which is raised here in many more and larger fields than we ever thought possible, is just ripening, and we meet loads of hay and oats going to barn and stack, and the farmers are busy in nearly every field. Still, we find men out of work and many asleep by the roadside. One farmer said that good farm help only commands eleven to thirteen shillings per week, and board themselves—an average of \$2.88 per week. Herds of cows and sheep are plentiful, and we see where much of the Britons' beef and mutton comes from. After dinner we jog along down a fine road, made still fitter by the rain the night before, and greatly enjoyed the scenery and the queer little villages on the way.

Wrexham, where we called for dinner, was in the hands of the Salvation Army, from the noise and martial music they made, and they are as

unpopular in England as they are in America. This is the central or county town of Wales according to the landlady's reckoning, but as we came through only a corner of Wales it seemed otherwise. On leaving Wrexham we found better roads and reveled in their smoothness, having some very fine coasts through the hamlets of Rhysymedre and Cefn. These are strictly Welsh names. Here is a long railroad bridge over the river Dee, and the views up the river are fine. Chirk is the odd name of a town equally odd, and we suddenly come in view of mossy old Whittington Castle as we wheel round a corner of the one long street of Whittington.

Further on we find Shrewsbury, one of the most interesting old places in England. It has of course a castle, and quite a famous one, too, but we did not stop to see only the exterior, although it was opposite our hotel, and was built in the year 1100. The landlady gave us reminiscences of the old town, grew enthusiastic in her descriptions, and was entertaining. One of the streets was originally so narrow that persons could shake hands from opposite windows, but the march of progress has widened it now. The "String of Horses Inn," is but one of the many queer names given to houses, and all along the way we find that the ludicrous must have entered into those old people who propounded such oddities.

A great convenience to travelers is the faithful mile post, which is about all over the little island, and together with the many guide posts at corners, make it an easy matter to find one's way.

We had a delightful ride to Shifnal, where we had dinner, and sped on toward Birmingham. Farming seems to have reached a high degree of excellence, if we can judge from the appearance of the growing crops, the farm yards and their surroundings.

After only about fifty-five miles, we spend the night at Meriden, a wayside hamlet, six miles from Coventry.

The Bull's Head Hotel keeps us over night, and there are big beams in the ceilings of the odd little rooms all about the house, which without other evidence would tell of its age.

We were pleased at the glimpse of English home life we had when we called at a chemist's—they do not call them druggists—for after a little chat the proprietor wished his aged mother to see the two American cyclists, and the eighty-two-year-old lady entered the room to see us, and to send word to her son in Philadelphia, Pa., that she still lived. She wondered at the distance we had come, yet must have but a vague idea of it.

The English people use the words "Beg Pardon," quickly spoken, and with a rising inflection in place of our word "sir," or the more rude "eh," or "what," and it is agreeable.

The girls—girls are waiters and bartenders all over England, and seem to think nothing of setting intoxicants over the bars to all sexes, ages and conditions of humanity—brought into the sitting room two big candles, when the evening shadows came, and their old-time mellow light, as in our grandfathers' days, and within our own recollection too, was pleasant, and a relief from the gas and electricity of these later years.

Birmingham, when we wheeled into it, was undergoing a sewer and pavement eruption, but is a busy manufacturing place; the streets are very narrow, but clean and attractive through the main streets. It is the seat of extensive iron and steel industries, and seems more alive than many towns we came through during the day. Their paving is mostly stone blocks with asphalt top dressing, but not enough put on to make a smooth surface.

The tourist is ever in sight of the quaint old houses, with thatched or tiled roofs, and in the queerest style of architecture. The people are very fond of flowers, for in the windows of all classes of houses we see bright blossoms that speak well for the taste of the inmates. In gardens they are in profusion, and ivy seems to be trying to hide the old houses, and some chimnies are covered from sight entirely; nor do the old churches and castles escape the pretty green vine, for it flourishes among them.

They are getting Americanized over here in many ways, for they put up little signs on the lamp posts telling people to "keep to the right," instead of the left, in passing, as all in streets and highways do here now. A few more miles on again bring us to Coventry, the centre of the cycle making trade, and we look through one of the largest of the several works, call at the office of the leading cycling paper, and start out en route for Stratford-on-Avon.—STAMSON, in *Stamford Advocate*.



E. C. Parker scored two wins at the Nassau Wheelmen's meet.

Violet Lorne says the daughters of the Prince of Wales are accomplished tricyclists.

The Detroit Bicycle Club is making arrangements for a two days' race meet on September 30 and October 1.

At Staten Island, on Labor Day, a two miles handicap was decided with the following result: S. H. Rich, S. I. A. C., 100 yards, 6:30 1-5; E. W. Gould, Jr., S. I. A. C., 150 yards second.

MANY THANKS, BRER BASSETT.—Says the *Bulletin*, commenting on the late Lacy Hillier's tirade against the American cycling press:

"If THE WHEEL should put in evidence a copy of any late issue it would be a most effective answer to Mr. Hillier."

The New York Bicycle Co. are sole N. Y. agents for the New Rapid Bicycle and Quadrant Tricycles. Both these wheels are of sterling merit; the New Rapid being remarkably staunch, and the tricycle an easy runner and a remarkable hill climber. The New York Company also has on hand a large stock of second-hand wheels, in all conditions and at all prices.

Several trials have recently been made on the Queens, L. I., bicycle track, for the gold medals to be given to the men making the fastest quarter and mile times thereon. At present the record stands as follows: Quarter mile, N. F. Waters, Brooklyn, B. C., 45 1/4 s.; one mile, J. A. S. Wieners, 3:32 1-5. Trials may be made on September 10, 14 and 17.

A hill-climbing contest took place on Westerham Hill, England, on August 20. Until recently this hill had been considered insurmountable. It is a significant fact that of the twelve men who rode the hill, the first six were mounted on safeties, the seventh on an ordinary, the eighth on a tricycle, the ninth and tenth on safeties, and the eleventh and twelfth on tricycles.

A NEW CLUB IN JERSEY CITY.—Several young men on Jersey City Heights desire to form a bicycle club and are at a loss for a name. Why not call it the Jersey City Bicycle Club. No better name can be selected for a club than the name of the city in which it is located. This at once localizes it. How many men could locate the Monmouth County Wheelmen, the Union County Wheelmen, yet every wheelmen in the country can tell the location of the New York Club, the Brooklyn Club, the Elizabeth Wheelmen or the San Francisco Bicycle Club. Here's success to the Jersey City Cycle Club!

THE TENNESSEE DIVISION MEET.—The semi-annual Meet of the Tennessee Division, L. A. W., will be held at Memphis on September 13 and 14. The following is the programme of the Meet: First day, officers' meeting, races, banquet, and at night, "general good time." Second day, runs to Raleigh, Prospect Park, Poplar Boulevard and Jackson Mound Park. The rooms of the Memphis Cycle Club and the Amateur Athletic Association will be open to all visitors. The races will consist of ten events, the prizes for which have been donated by the Chickasaw Bicycle Agency and J. N. Mulford. Entries close September 12, with E. H. Wilcox, 134 Jefferson street, Memphis.

Lovers of art should not fail to look on our last page.

Being erroneously informed, we recently stated that the Executive Committee, L. A. W., had discovered that when the expert accountant examined the League's books in January last, the deficiency for 1886 was nearly \$2,000 greater than was reported, because, by an oversight, \$1,900 cash received in 1887 was credited to 1886. From a long report sent us by the expert accountant, and endorsed by Mr. George R. Bidwell, it has been clearly proven that ours was a misstatement, and we desire to retract anything that might be construed with a doubt of the expert accountant's integrity and ability. Those who attended the League meeting in January could not fail to have been thoroughly impressed with that gentleman's thorough grasp of the situation. He discharged his duties admirably, not only in his official capacity, but also as a member of the League, and we regret that any thing has appeared which, wrongly construed, could possibly injure him in the eyes of the public.

## FOR SALE AND EXCHANGE.

51-in. Columbia Light Roadster; '85 pattern with '86 improvements. Been run only 500 miles; in fine condition; Butcher Hub Cyclometer. Howard F. Smith, Gloucester, Mass.

FOR SALE.—ALL HIGH GRADE MAKES of Bicycles and Tricycles. Good second-hand wheels cheap. Send for catalogue. W. E. Young, Dennisville, P. O. Box 92, New Jersey.

FOR SALE.—50-in. Expert, full nickeled, good condition, \$83. Apply next Sunday, Ferguson's stable, 53d st, near Sixth ave., between 3 and 5 P. M.

FOR SALE.—Finest assortment second-hand machines in the city. Experts \$60 to \$95, Victors \$80, Columbia Light Roadsters \$100, Stars \$70 to \$110, etc., etc. Also a lot of cheaper wheels, different sizes, in excellent order. Prices never so low as now. It will pay you to call and examine our stock. Complete list out September 1st. Special offers for two weeks only. New York Bicycle Company, 38 Park Place, New York.

56-in. Standard Columbia, ball bearings front, to exchange for a Safety, 54-in. ordinary, or a tricycle. W. B. Dodge, Millville, Mass.

## SPECIAL BARGAINS

- No. 1.—36x54 Kangaroo, ball bearings, hollow cow-horn bars; good as new; cost \$135.00; \$65.00
  - No. 2.—36-inch American Club, all nickeled except rims; balls all round; excellent order; cost \$165; \$65.00
  - No. 3.—51-inch Special Star, enameled, with nickeled trimming, balls to front, silent ratchets; A. 1. order; cost \$130.00; \$75.00
  - No. 4.—48-inch American Star, enameled, with polished parts; good order; \$35.00
  - No. 5.—52-inch Hummer, enameled finish, balls all round, dropped bars; A. 1. order; cost \$135.00; \$75.00
  - No. 6.—54-inch Mail, enameled, balls all round, dropped bars; fine order; cost \$125.00; \$65.00
  - No. 7.—51-inch Rudge Light Roadster, '87 pattern, wheels enameled, balance nickeled, hollow cow-horn bars, spade handles, nickeled lamp; but little used, and good as new; cost \$150.00; \$100.00
  - No. 8.—36-inch Standard Columbia, enameled and polished; A. 1. order; \$35.00
  - No. 9.—52-inch Club, all nickeled except rims, ball bearings; excellent order; cost \$135.00; \$65.00
  - No. 10.—Two-Track Columbia Tricycle, latest pattern, ball pedals; A. 1. order; cost \$165; \$100.00
- On receipt of \$5.00, as a guarantee of good faith, we will send any of the above, C. O. D. for the balance, with the privilege of examination. Correspondence solicited.

HARLEM CYCLE CO.,  
124th Street & 7th Avenue, New York City.

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

\*\*\*

## NEW YORK BOARD OF OFFICERS.

The regular Fall Meeting of the Board will be held at Hotel Fenimore, Cooperstown, on September 23, at 8 P. M.

## JERSEY-FITTING UNDERWEAR COMPANY.

We Call Special Attention to our

### BICYCLE, TENNIS, YACHTING and ROWING JERSEYS,

In Long or One-Quarter Sleeves, or Sleeveless, High or Low Neck, Lace Front or Standing Collar, Plain or Fancy Colors.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck**, as they are made to fit. These goods are **PATENTED**, and all infringements will be prosecuted to the full extent of the law.

### OUR BICYCLE FULL TIGHTS

Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.

### BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.

### TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.

### JERSEY-FITTING KNEE PANTS

Buttoned in front, same as Pantaloon, without Certain Objections.

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

### LADIES' JERSEY-FITTING TRICYCLE PANTS.

A NEW THING.

These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.

HOLMES & CO., 17 Kingston St.,  
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## We have a fine lot of Second-Hand Wheels

MANY FULLY EQUAL TO NEW AT LOW PRICES.

CALL OR SEND FOR LIST.

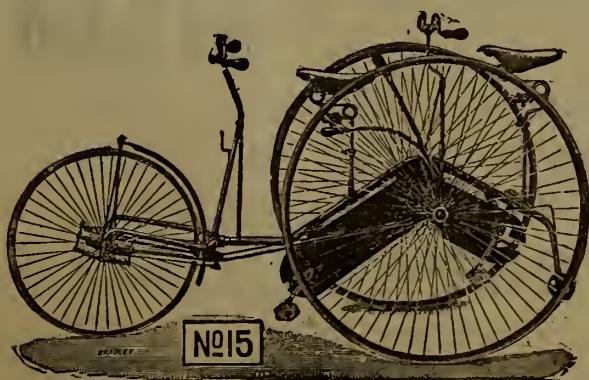
Specialty in Exchanging 2nd-Hand Wheels

FOR NEW RAPIDS, NEW MAILS, QUADRANTS, SPARKBROOKS, STARS, VICTORS, OR ANY OTHER MAKE.

We are Sole Agents for New York of the New Rapid Bicycles and Quadrant Tricycles.

NEW YORK BICYCLE CO.,

38 Park Place, New York.





## MANHATTAN BICYCLE CLUB.

We welcome the youngest bicycle club of New York into existence, the M. B. C., and bespeak for its members that consideration at the hands of other club members which should always be extended to fellow wheelmen.

The club was organized June 16, 1887, and has at present about thirty members, with additions each month. The initiation fee is \$1 per month; dues \$1.25 per quarter. They have been made so low, in order to attract all who may wish to join, and they will be kept so as long as possible. The club belongs to the League, and has adopted the League suit, with the word "Manhattan" on the collar in gold lettering.

The club has held runs each Sunday, all of which were well attended. A recent run to Coney Island attracted thirty men. As yet the club has no habitation, but simply hires a hall for its monthly meetings. Doubtless club rooms will shortly be secured. The Secretary's address is Charles Sheehan, 5 Vanderbilt avenue, N. Y. City. The club will have a run to Coney Island on Sunday next, starting from 60th Street and Fifth Avenue at 8:30 A. M.

## MAVERICK WHEEL CLUB'S ROAD RACE.

The M. W. C. held a ten miles road race at Winthrop, Mass., on Labor Day. The start was made at 3.42 o'clock from the corner of Main and Pleasant streets. The course included Pleasant street, and across Washington avenue bridge, Shirley street back to Main street; three laps required to make the distance.

The following members entered: G. E. M. Bigelow, C. Little, M. Frost, F. Moody, C. Wiggin, A. M. Skinner, D. W. Fowler. Frost won in 40m. 28¾s.; Wiggin second, 41m. 30s.; Skinner third, 42m. Little came in fourth and Fowler last. On the second lap both Bigelow and Moody took a couple of headers each, and withdrew from the race.

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

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

Messrs. Gormully and Jeffery want to place a catalogue of their new wheels and sundries in the hands of all wheelmen and intending wheelmen.

## PARTNERSHIP.

Whereas, by bill of sale duly executed, acknowledged and delivered on the eleventh day of August, one thousand eight hundred and eighty-seven, the undersigned Charles Irving became the owner of all the stock and good will of the cycle business theretofore carried on by C. Herbert Diamond, under the style of "The New York Bicycle Co.," at No. 38 Park Place, in the City of New York, and a copartnership has been formed between the said Charles Irving, Lewis M. Irving, and Charles M. Irving, for the purpose of conducting the said business;

Now, therefore, we, Charles Irving, whose place of abode is in Peekskill, New York, Lewis M. Irving, whose place of abode is in the City and County of New York, and Charles M. Irving, whose place of abode is in the City and County of New York, do hereby certify, pursuant to an act of the Legislature of the State of New York, entitled "An Act allowing the continued use of copartnership names in certain cases," and known as Chapter 400 of the Laws of 1854, and the acts supplementary thereto and amendatory thereof, that we are the persons now and hereafter dealing under the said firm name of "The New York Bicycle Co."

Dated New York, August 23, 1887.

(s) CHARLES IRVING,  
(s) LEWIS M. IRVING,  
(s) CHARLES M. IRVING.

State of New York, }  
City of New York, } ss.:  
County of New York, }

On the twenty-third day of August, in the year one thousand eight hundred and eighty-seven, before me personally came Charles Irving, Lewis M. Irving and Charles M. Irving, to me known, and known to me to be the individuals described in and who executed the foregoing certificate, and severally acknowledged to me that they executed the same.

(s) RICHARD TONE PETTIT,  
Notary Public (No. 18),  
City and County of New York.

Only a Limited Number Made Every Year.

FULL DRESS  
STRAIGHT CUT.

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

PACKED.—20 CIGARETTES.

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Successors to KINNEY BROS.

Send 15 cents for sample package.

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

Scale, 1-4 Miles to 1 inch.

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

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

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

\$4.00.

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

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Also, FULL SUITS at  
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Send 6 cents for samples of  
Cloths, rules for Self-Meas-  
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lars showing how we can  
make to measure, a pair of  
The Celebrated Bay  
State Pants for \$3.

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

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

BAY STATE PANTS CO.,  
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E. R. STOCKWELL,

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IN SILVER AND GOLD,

At Satisfactory Prices.

## Columbia Bicycle Shoe.



Columbia Bicycle Shoe

Black Leather, \$4.00; Russet Leather, \$4.50.

Lightest and Best Shoe in the Market.

POPE MFG CO., 12 Warren Street, New York.

## Springfield Roadster \$75.00

SPEEDY—EASY TO RIDE.

BEST MATERIAL—HEADERS IMPOSSIBLE.

SAFE—LOW PRICES—BEST HILL CLIMBER.

SAFEST COASTER MADE.

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Twenty-five Words, - - - Fifteen Cents.  
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Price, post-paid, 75 cents.

**A. G. SPALDING & BROS.,**  
 241 Broadway, New York.  
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A New Map of the Orange Riding District,

Showing all Towns and Villages, from Milburn and Waverly on the South to Caldwell and Belleville on the North, and indicating 95 miles of Macadam roads, with best connecting thoroughfares, for touring. Size 17x22. Price 50 cents. Printed on heavy bond paper, with pocket cover, \$1.00. For sale by dealers in Newark and Orange, N. J.; or mailed postpaid on receipt of price.  
 Address R. D. MEAD, Box 77, Newark, N. J.

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 448 & 454 BROAD STREET,  
 OPPOSITE D. L. & W. R. R.  
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**SPACIOUS BILLIARD PARLORS AND CAFÉ**

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



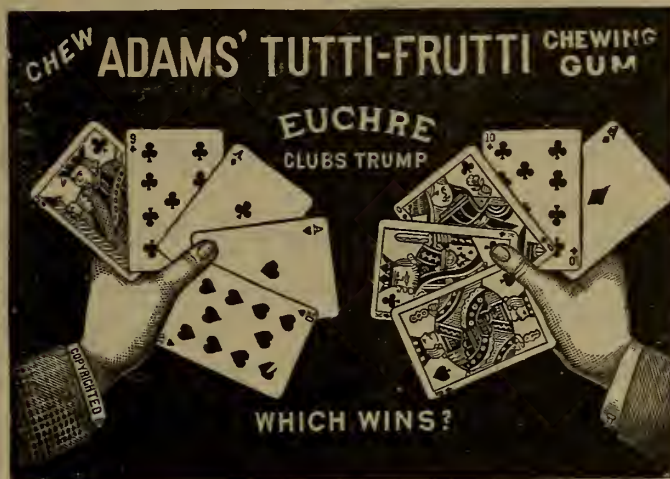
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For Bruises, Sun Burns, Bites of Insects, Soreness or Weakness of the Muscles, &c. Quickly cures Cramps in the bowels, Diarrhoea, Cholera Morbus, Dysentery, &c.

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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.*  
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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.*



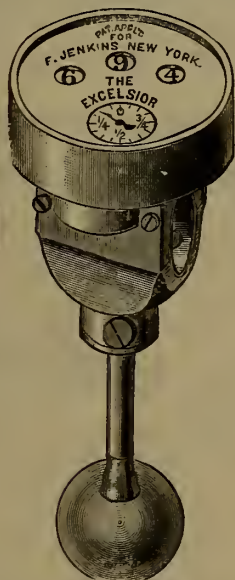
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14 First Prize Medals.

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PRICE TEN DOLLARS.

IT REGISTERS 1000 MILES.

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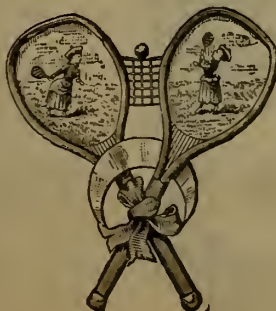
The finest workmanship ever put in a cyclometer. Every part is machine made and guaranteed accurate. Send for circulars.

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A limited number of the No. 2 Cyclometers, which register 100 miles, will be sold at \$5.00 each, to close them out.

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Large stock of Boys' Machines.  
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DEAR SIR—The shoes which you made me are very  
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Yours very truly,

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

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WOULD YOU LIKE TO SMOKE A REALLY GOOD

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**THE RISIDO**

IS AN HONEST 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.

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Is used by all the Prominent Athletes for removing Sprains, Soreness and Stiffness. 25 cts. per Bottle.

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**Cycling Sundries.**

Hose Supporters,  
Lighting Oil,  
Standard Tire Cement,  
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Newark Lantern Hanger,  
Knit Jersey Suits.



Tire Tape,  
Lubricating Oil,  
Star Foot Rest,  
Luggage Carriers (any wheel),  
Caps.  
Club Uniforms made to  
order.

In fact anything and everything in the Cycling line.

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**FOR WHEELMEN**

FOR SALE BY

**GEORGE CLEMENT,**  
33 East 22d Street, New York.

KEEP THIS FOR REFERENCE.

**Zylonite Collars and Cuffs**

are as ECONOMICAL and DESIRABLE as represented, can always  
obtain the same.

FREE OF POSTAGE,

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

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

REMIT BY POSTAL ORDER.

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





# BARGAINS ! BARGAINS !

## Fall Clearance Sale of Second-Hand Wheels, taken in Exchange for NEW MAILS.

Needing the room for our Fall Gun Trade we have marked down these Wheels to close them off at once !

48-inch Rudge Light Roadster ( <i>good as new</i> ),	\$55	54-inch Standard Columbia, - - -	\$35
50-inch Victor Light Roadster, - - -	65	54-inch Victor, - - - - -	60
50-inch Expert Columbia Roadster, - - -	65	54-inch New Mail, - - - - -	85
50-inch Harvard (perfect and good), - - -	35	55-inch Royal Mail, - - - - -	55
50-inch Royal Mail (good as new), - - -	55	55-inch New Mail, - - - - -	75
51-inch Royal Mail, - - - - -	60	56-inch Rapid (really new), - - -	85
52-inch Sanspareil (bargain), - - - - -	40	56-inch Challenge, - - - - -	50
52-inch Victor, - - - - -	65	58-inch Rudge Light Roadster, - - -	65
52-inch Standard Columbia, - - - - -	30	58-inch Cornell, - - - - -	50
52-inch Royal Mail, - - - - -	65	48-inch Star, Silent Ratchet, - - -	60
53-inch Columbia Light Roadster, - - -	60	48-inch New Mail, - - - - -	85
54-inch Challenge, - - - - -	40	56-inch New Mail, - - - - -	75
54-inch Expert Columbia, - - - - -	60	54-inch Royal Mail Racer ( <i>New</i> ), - - -	50
54-inch Premier, - - - - -	30		

Above are a part of our second-hand stock, but will be closed out, and gives an opportunity to secure a wheel fully \$20 to \$25 under their worth next spring. Also Victor Tricycle, \$60 ; Royal Mail Tricycle, \$100, &c., &c.

Application should be made at ONCE, for they will be quickly taken up ! !

## SPECIAL OFFER.

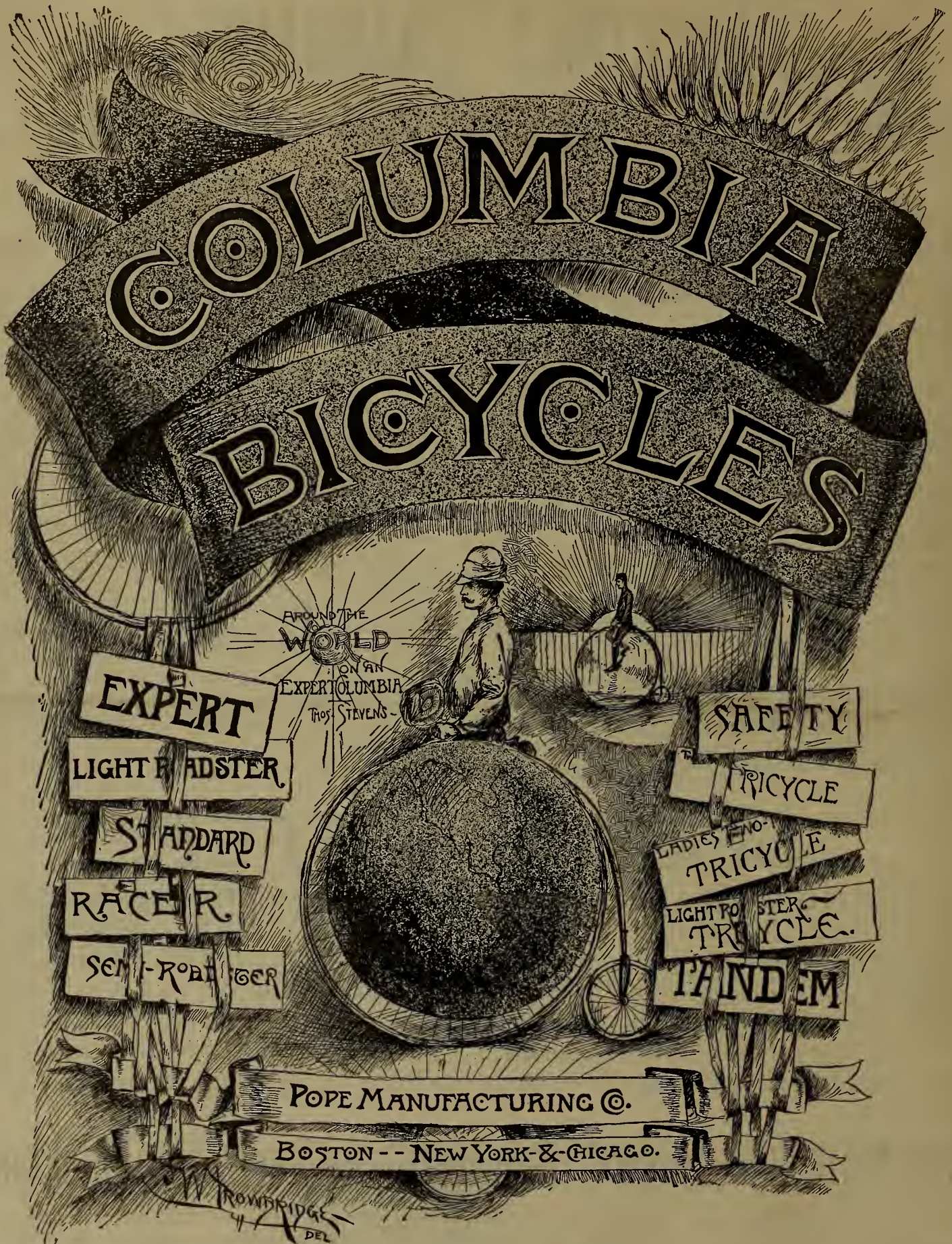
Our NEW MAIL, though its first year, has been a *Perfect Success*, and has had an *Extraordinary Demand*. We have been behind orders since the opening of the season till hot weather set in. Now, as the most active bicycle season is past, though the best riding weather is in the autumn, we have decided to offer for a SHORT TIME ONLY a few of these SUPERB NEW MAILS in exchange for others !!! This we have PERSISTENTLY refused to do heretofore, as the demand was so great. Wheelmen desiring to exchange their present old mounts for a

**New Mail, with Trigwell Ball Head and Perfection Backbone,**  
will please give us a description of the old wheel and their estimate of value.

This offer is for no length of time, as we do not care to place many in this way. Address,

**WM. READ & SONS,**  
107 Washington Street, - - - BOSTON.





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

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