

THE WHEEL

A JOURNAL OF CYCLING

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[WHOLE NUMBER, 254.]

WHEEL GOSSIP.

A contemporary has enriched the language with "discumboberation." Shades of Webster!

A twenty mile English professional race was decided at Belgrave grounds on July 24th. F. Wood won in 1h. 5m. 19s; last quarter 35¼s.; J. Burt, second.

The fifty miles road championship of Ireland was decided in Phoenix Park, Dublin, on July 24th. A. M'Cormack won in the excellent time of 3h. 18m. 39s.; R. J. McCreedy, 3h. 28m. 20s.; McPherson, 3h. 30m. 30.

If anyone knows of the whereabouts of Thomas Harrison, professional cyclist, or has seen him within the past two years, they will oblige by sending information to this office. His father is very anxious to learn his son's whereabouts.

A Springfield clothier has put up a bicycle to be guessed for. The one who tells nearest to the number of beans in a bottle has the bicycle, and the award will be made at the Springfield tournament.—*Cycle*. Of course some Boston man will win.

A Land's-End John o' Groater thinks that a record breaking attempt between these two points takes ten years off a man's life. We believe in his principle, and further opine that these record journeys take the edge off a good many years of life.

The Knights of Labor of this city have voted to go into politics, in order to gain their rights. Why cannot cyclers do the same? We hear that the Philadelphia Cycling Association is recognized as an important factor in the City of Brotherly Love.

The newest wrinkle in fancy riding is balancing a wagon wheel on a barrel, which feat is credited to Prince Wells. If this thing keeps on, we shall not be surprised to see some wheel demon ride up Trinity Church steeple, dance a fandango on the pinnacle, and ride down the other side.

American Cyclists in England.—Messrs. Eugene and Clarence Ellis, of Cairo, Illinois, reported themselves at *Bicycling News* office on Friday last, and their example was followed yesterday by Giddings and Morton, of Boston. The Ellises had been up in Scotland, and are now in London, and will leave for France, Germany, Switzerland and Italy next week for a long tour. The Boston gentlemen will also leave for the Continent shortly. We are laying in a stock of expectaroons.—*Bi. News*. As usual, our transatlantic contemporary works in its slur.

The Nebraska Rustler.—No. Don't care to exchange with the *Rustler*. We take no interest in the progress of the army worm and potato bug, and care not whether the chirping grasshopper is well fed or not. Send your paper to the blue-blooded Hinglish Lords who own your country.

We beg to call the attention of our contemporary, the *Bi. World*, to the fact that the English cyclist, Mr. Pausey, who recently fractured his skull, did not fall from his bicycle for some reason unknown. He was sunstruck while riding, became partially insensible, and then, with his machine, toppled over. The timid army must not be reinforced.

The English twenty-five miles tricycling championship was decided at Alexandra Park on Saturday, July 16th. A heavy rain made the track muddy and slow. Result: R. J. McCreedy, Dublin University, 1h. 55m. 40 4-5s.; George Gatehouse, Cambridge University, by a few lengths; John Lee, Clay Cross, by fifty yards; nine others started.

Some weeks ago we published a report of F. W. Berridge's twenty-in-the-hour Safety ride. The English papers seemed somewhat hazy on the subject, some of them even asserting that Berridge was a myth. The last issues of the *Cyclist* and *Wheeling*, however, state their convictions as to the truth of the record. It seems that Berridge is a footman of Holland House, the residence of one of the Rothschild families.

A tandem road record—On July 21st, at midnight, A. P. Fletcher and A. W. Gamble started to break the twenty-four hours tandem record. The breeze at the start had increased to a perfect gale, so they were compelled to stop after riding nearly thirteen hours. Their times for the first part of the journey are notably fast, viz.: 50 miles, 3h. 36m.; 70½ miles, 5 hours; 100 miles, 8h. 4m., which is now the tandem record for 100 miles.

A lady friend sends me a new idea for a tricycle costume. It is a new pattern, just on the market, and especially designed for hill climbing. The skirt is a double-driver with V hems and differential pleats. Seams are tangible and warranted not to buckle. Drapery pinned back with a Rudge pedal pin and securely fastened by a Morgan chain. The basque is geared down to 48 4-5 inches, and has a cone-bearing box-pleat on the back-bone, a detachable collar of black velvet, fitted closely and keyed in. Ball-bearing hat, trimmed with ribbon steering.—*St. Louis Spectator*.

Mr. Frederick Jenkins has sent out cards announcing his removal from 21 Park Row to 322 W. 59th street, between 8th and 9th avenues. He has secured commodious quarters, where he will furnish locker and storage room to unattached members at reasonable rates, and will also give special attention to repairing, nickeling and enamelling. Mr. Jenkins is agent for the following machines, a full line of which he will keep on hand: New Rapid, Spalding, Dictator, Star, Premier, Quadrant tricycle, Humber and Kangaroo. Open evenings.

A ten year old Springfield boy, named Henry Dickinson, rode away from his home on his bicycle last Sunday afternoon and had not been heard of on Monday morning. His bicycle is a trifle too large for him and he cannot mount it unaided. His father aided him when he started, and he sailed gaily down the street. As ninety-nine out of every one hundred boys use wheels just a trifle too large for them, this will not help matters much. We fear that Harry, having been shoved off by his father, on his big wheel, became fearful of dismounting, and that he is still rolling ahead, and will continue to roll till some Samaritan stops him. Doubtless he has been found long before this at the house of some friend or relative.

English authorities refuse to accept 24-hour records made on short courses, and there is no reason why American authorities should not follow suit. These short-course runs are little better than attempts on tracks, and should be frowned upon.

There are two peculiar points about this paragraph, which, by the way, is a fair sample of the oddity and ignorance of our lay contemporaries, on matters bicycular. In the first place the American authorities, whoever they may be, have no need to "follow suit," as they take and have taken no cognizance of the class of records referred to. The day has passed when England can give us points in anything. Secondly, at least a dozen of our contemporaries have used the phrase "frowned down" in this connection, a proof of the poverty of their vocabularies. If the editors of our e. c.'s have been frowning over every silly thing they note in the cycling world, we will guarantee to pick a cycling editor out of a multitude. We shall simply look for a corrugated and crinkly brow—the result of much frowning—and be sure of our specimen every time. For our part, we simply smile a smole of pity at anything—like the paragraph quoted for instance.

THE WHEEL

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Respectfully yours,

E. H. WILCOX.

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All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL, should be addressed to the Company. Make all Checks, Express Money Orders, and P. O. Money Orders payable to CENTRAL PRESS & PUBLISHING Co. We cannot use stamps other than the two or one cent issue.

We have been informed by a prominent member of the Orange Wanderers, that the position of his club towards the breezeful ordinance which necessitates the carrying of divers cycling sundries when riding through the Orange-District is as follows. The authorities have determined to pass an ordinance which, as iron-clad, ambiguous and easily misconstrued, and the Orange Wanderer's simply presented the matter from a wheelman's stand-point, and induced the authorities to modify or at least change the proposed ordinance to the one which was finally passed.

In the Boston Club road race, amateurs and promateurs will ride together. As the Racing Board has given up all jurisdiction over road racing, no penalty can be meted out to the delinquents. An L. A. W. amateur may not race with an A. C. U. promateur on the path, but he may race him on the road. We would suggest that the Spring-

field track be called, in future, the Springfield road, so that the two classes may race together.

THE BEST SIX RIDERS.

Our e. c., *Wheeling*, has opened up a mine of speculation, by sending inquiries to prominent wheelmen asking them to furnish the names of the best six path riders, past and present. The result of this investigation is published in the last number of *Wheeling*, under the amusing solecism, "The Six Best Riders," for, of course, only one can be "best." The opinions of twenty-one men, including prominent racing men and members of the sporting press, have been obtained, and their judgment is certainly worth some consideration. These twenty-one have considered the relative merits of fifteen men, and an analysis of their tables rank the men as follows, on the basis of fifteen points for every first place, fourteen for every second, thirteen for every third, etc. Maximum, 315 points:

1. Cortis, -	308	8. Liles, -	104
2. Furnivall, -	275	9. Keith-Falconer, -	45
3. Speechly, -	150	10. Gaskell, -	45
4. Webber, -	126	11. Whiting, -	38
5. Hillier, -	126	12. Huie, -	23
6. English, -	117	13. Osborne, -	21
7. Sellers, -	105	14. Sutton, -	12
† 14. Mecredy, -	12		

The result is interesting, but much as we admire the judgment and admit the experience of this Board of Estimate, any one who has followed racing will notice many discrepancies in the table. For instance, Liles and Hillier were asked, thus shutting out two men who might have rated them near the front. Again the glamour of a particular incident is liable to warp a man's judgment. Any one who had seen Cortis come out on the path, tuck in his trousers, and scorch around for miles on his heavy machine, would receive a lasting impression of the "Demon's" powers. There is no doubt that Cortis was a physical marvel, and that with the spidery wheels and billiard-table paths of the present day, it is only a conjecture how much he could reduce his 2.41 3-5 and his 59.20 1-5. The critics give Furnivall second honors, which would place him at the head of living wheelmen. For the past year, Furnivall has occupied more public attention than perhaps any other man. He has been beaten but three times from scratch we believe, and on one of these occasions he was decidedly off color. Notwithstanding his record, we think his admirers over-rate him. Take for instance English, who occupies sixth, and Webber, who is given fourth position. We have no doubt that either of the two could wear Furnivall out very early in a ten mile race, ridden *a la* English. The fact is that Furnivall possesses the most remarkable spurt of any man now racing, whatever may be his relative merits with those of by-gone days. We rarely find him in a race over three miles, and when he does venture a longer distance, he generally manages to get to the tape first through the stupidity of his opponents. This was noticable in the recent five miles championship, in which the champion refused to make pace for any part of the distance, but rode the four miles in about twelve minutes, and the last in 2m. 43s. odd. According to our ideas no man can be "best." Furnivall is the best sprinter, but he is not the best rider by any means.

It would be useless to point out the injustice or inaccuracy of the relative position of some of the other men, but we would merely mention that Speechly, a first-class sprinter, is ranked above English and Webber. Of the Englishmen who are at present on the path, we rank M. J. Webber first, as the best all-round rider, basing our opinion on his magnificent *debut*, in which he showed sprinting powers of the highest order, and in his long-distance attempts, notably his hour run at Springfield. Unfortunately, a severe accident has prevented his competing this year, so that his short career has not left a deep impression with those who have not studied his form. He would have to succumb to Furnivall in anything under three miles; but this team, Furnivall up to three, and Webber from three to twenty miles, could probably sweep anything before it. It might be interesting to dovetail the performances of a few crack Americans, and give Hendee, Rowe, Weber, Kluge, Rich and others their relative positions. But our men have not competed together often enough to properly place them, and were we to state our real opinion of the comparative abilities of Hendee and Rowe, and Furnivall and Webber, it would be put down as American bluster. But Hendee and Furnivall might properly fight it out for the short distance, and Rowe and Webber for the long distance championship.

A PLAN FOR MACADAMIZED ROADS.

In conversation with General Echols, who has travelled over most of Kentucky, a State whose good roads are now famous throughout the Union, we heard some interesting facts of how the improvement came to be general all over that State. The first man that inaugurated the road improvement there was that famous old Presbyterian, Dr. Robert J. Breckenridge. He commenced by going to see his neighbors along a line of road. His plan was to ask each farmer: "How much is your land worth?" When told he would say: "Well, how much do you think a macadamized road would increase the value of it?" Being told \$10 or \$15, an acre, he would close in by saying: "Well, suppose you subscribe to a company we are forming to build a road, to the amount of say \$5 an acre of your farm." In this way private companies were formed. The roads cost \$2,000 a mile, of which the county court of each county, after it was satisfied that the private company was composed of responsible citizens, subscribed on behalf of the county to the stock, to the amount of \$1,000 a mile. The roads were built, toll-gates were put on them, and the stock paid the stockholders and county a dividend. In this way Kentucky has become gridironed with metal-ed pikes.

Now, look at the result of this, taking four counties in Kentucky, all rather small ones: Montgomery has 97 miles of metalled pike; Clarke, the adjoining county has 150 miles; Fayette, which joins that, has 250 miles; and Barbour the next county to it has 300 miles—nearly 800 miles of macadamized road in four small counties. What has been the result in increasing values? Remember, they are all small counties and nothing like the size of Augusta! The real estate in Montgomery is assessed at \$4,000,000; Clarke, \$6,000,000; Fayette, \$8,000,000; and Barbour, \$8,000,000. An increase of value which is the direct result of the road-building.

JAUNTS AROUND NEW YORK CITY.

TO NYACK *via* PALISADES.

Take Riverside Drive to its end, turn down side-walk to ferry at Manhattanville, which crosses to Fort Lee every half-hour. After crossing, turn to the right around by the Fort Lee Hotel. The riding is very poor and it is best to walk all the way up the hill, (one-quarter of a mile), until Palisade Avenue is reached. This macadamized road runs along the banks of the Hudson River, hundreds of feet above the water level; giving a magnificent view of the eastern shore. If a dismount is made at the ruins of the Palisade Hotel, and the tourist will step to the edge of the bluff, he will be amply repaid by the panorama stretched out below him. A short distance above the hotel, a macadamised road turns to the left, going two miles into the village of West Englewood. Follow this road for a few rods, turn right (North) and keep straight ahead until Alpine is reached. Alpine may be recognized by a land-mark, a large white house which stands at the road-side. At this point, the avenue continues somewhat to the left, and up a long hill, by the side of some large rocks; a branch road also turns to the right. Alpine proper is reached by a short road, which leads to the left and slightly uphill. Nyack is reached by riding through Alpine; down the Valley road at the bottom of the hill, take a second road to the right. The coast down the hill is a little rough and sandy, and the Valley road is very sandy.

By far the pleasanter road is to keep straight up the long hill up Palisade Avenue. The road is fair, though the crown of the macadam is worn off to a large extent. The road is lonely, no houses, but shady and cool. There are numerous roads turning off to the left to the Valley road, but they are rough and sandy. Palisade Avenue ends in a sort of common; cross this and descending take the broken right path through a gulley and then up to the left. It makes a one and one-quarter miles' walk, quite rough, and through the woods. It ends in an enclosed pasture; cross the fence and turn to the right along a very fair dirt road, until a square with a flag pole in it is reached. Turn to the left around church. Just before reaching Sparkhill, a fine coast is had.

To reach the town, go up the hill to the left, and if dinner is wanted go up the hill across the Northern New Jersey R. R. tracks to a tavern, with a very clever host; a New York ex-politician. But to reach Nyack keep to the right of the little lake, and cross it at the lower end of the bridge. Then keep to the right straight on through Piermont, along perfect roads right by the side of the water, with pretty cottages at the road-side. There is but one hill at all troublesome between Sparkhill and Nyack, and the few miles is as fine a bit of riding as could be desired. The best place to stop at Nyack is the Tappan Zee House, which is about one mile from the ferry. Dinner \$1.00 To return, take the ferry to Tarrytown, and come down the East side of the river. The ride up takes $3\frac{1}{2}$ to 4 hours, comfortable riding; though the ride back may be made in less time. The proprietor of the Tappan Zee house is now keeping a restaurant on Bond Street, right near the ferry.

REPRESSIVE LEGISLATION AT ORANGE

Editor of THE WHEEL:—I take it to be a universal opinion, that those cyclers who habitually ride by night in thickly settled regions, ought to protect themselves and others by carrying signal lanterns; and they may very wisely equip themselves with gongs and whistles also. In case of harm resulting to any one from their manifest negligence in respect to these things, or in respect to anything, severe penalties may rightly be inflicted upon them. Especially ought that cyclist or horseman to suffer, who gives trouble by driving furiously or recklessly, at a speed of more than six or seven miles per hour. In other words, the common law which demands "due diligence," should be rigidly enforced against all who violate it. Whether a semi-noiseless vehicle (either pulled by horse or driven by man), which has caused disaster in a given case, can be said to have lacked "due diligence" by not displaying a lantern in that case, is a fair question for a jury to decide, after hearing all the evidence.

But there is no sense of justice in a law which threatens to "fine and imprison" any innocent tourist, unfortunate enough to be overtaken by darkness before he has completed his day's ride, who is carefully plodding along at the rate of five or six miles an hour. Ill-formulated and indiscriminate legislation, which is not designed to be enforced, but which enables a malicious or stupid person to arrest and annoy a perfectly harmless and well behaving citizen, is always to be deprecated. For a cycling club to formally advocate such legislation, and proclaim to the country that "bicycles and tricycles are distinctively dangerous vehicles, is intolerable. We've all fought for years to convince the public to the contrary. We may submit to restrictions, but we should never ask for them without asking that similar light vehicles drawn by horses be put under the same restrictions. In the Orange region, for instance, buggies and pleasure carriages ought to carry lanterns at night, but the Wanderers said not a word about these in their ill-judged manifesto.

It might be assumed that such an act as theirs (with its far-reaching power to remotely affect every pioneer rider, who may hear it quoted against him, while he is carrying on the fight against local ignorance and prejudice) should not have been taken, except after consultation with outside clubs, confirmatory of a thorough discussion and agreement at home. How far this was from being the case is shown by the following message to me (July 13) from the club's most experienced and most widely-known member, L. H. Johnson, in reply to my notice that the protest which I wrote for the *Bulletin* of July 23 (p. 80) would mention him as an opponent of such folly: "You have done exactly right. The action of the Orange Wanderers was that of a minority, and was sprung on the meeting by two or three. I will try to have your protest reprinted in the local papers. I think we can get the law modified eventually. It is not enforced as it is."

The fact that I myself have never carried a lantern in 12,000 miles of harmless touring, and have never seen the time when bell or whistle would have been more efficacious than the human voice, which I always use for warning, is a fact worth remembering by

suburban stay-at-homes, who wish to make the carrying of such encumbrances compulsory. Let me call attention also to the significance of a little story in the *Bulletin* of July 16th (p. 57) concerning a farmer near Orange, who objected to having cyclers try the cinder path in front of his house, "because they insulted him by ringing their bells to order him off his own property." His feeling was that it would be far more civil and decent to say, as I always do, "Please give me the path a moment." I do not pretend to deny that bells and whistles may sometimes be of service, especially to those who ride by night or at a dangerous rate of speed—but I am sure their use and abuse has done the cause of cycling more harm than good; and that if the intelligent non-cycling public were to vote on the question of compulsory bell-ringing and whistle-blowing, the scheme would be rejected "by a large majority."

KARL KRON.

WASHINGTON SQUARE,

NEW YORK CITY, Aug. 7, 1886.

ENGLISH FIVE MILES BICYCLE CHAMPIONSHIP.

The five miles amateur bicycle championship was decided at Long Eaton, on Saturday, July 24th. The track is undoubtedly the fastest in England, but a week of rain and a gale of wind on race day prevented any sensational times being recorded. Towards the finish of the final heat, the wind lulled a bit, and the last mile was ridden in 2m. 43.2-5s. Some 3,500 people were present.

First heat—E. Hale, first; H. Wade, second; F. J. Osmond, 0; J. H. Adams, 0. Wade was of the nature of a surprise party, as Osmond and Adams were considered higher class men than he. Time, 15.02 1-5. Second heat—P. Furnivall, first; W. F. Ball, second; R. V. Asbury, 0; F. P. Wood, 0; E. Oxborrow, 0. A magnificent race to the tape resulted in a win for Furnivall by a foot. Time, 15.36 2-5. Third heat—Geo. Gatehouse, first; H. Synner, second; H. A. Speechly, 0; A. P. Engleheart, 0. Time, 15.31 1-5. Fourth heat—W. A. Illston, first; J. E. Fenlon, second; W. Terry, 0. Time, 15.30 1-5.

Final heat—Furnivall, first; Illston, second; Gatehouse, third; Hale, fourth; Wade, fifth. Hale got away first and cut out a hot pace for a mile (2.58 3-5), when Wade rushed to the front and led for the next mile (5.57), Furnivall riding third, Illston, last. From two to three and a half miles, Hale and Wade alternated in the lead, but at that point, Hale put on a terrific spurt, and before the field could respond, he was twenty yards in the van. Illston then shot out from the field and by hard riding got up to Hale and passed him, with Furnivall close behind. A lap and a half from home, Furnivall shot ahead, but was soon repassed by Hale, Gatehouse third, Illston fourth. Entering the last lap, Illston rushed to the front, but Furnivall rushed after him, and got a foot in advance. Gatehouse then drew up level with Illston, and in this fashion they tore around the last lap, the excitement being intense. 150 yards from home, Gatehouse was shaken off, and Furnivall holding his own despite Illston's magnificent struggle, won by four yards. Time, 14.44 1-5.

In the tricycle handicap, F. W. Allard rode a quarter in 43s., which is record.

A WORLD'S TEN MILES TRICYCLE RECORD.

T. Battensby, a professional rider of New Castle-on-Tyne, made an attempt to beat the ten miles tricycle record on Monday, July 26th, at the new Coventry track. He rode a Rudge 42 lbs. "Crescent" racing tricycle, geared to 64-inches. He succeeded in establishing professional records from one-quarter to ten miles, and world's records, from six to ten miles. The *Cyclist* claims that he established world's records from three to ten, but it ignores the records from one to five miles, made at Springfield. Timer, W. W. Alexander, official time-keeper of N. C. U.; scorer, S. S. Golder; both of the *Cyclist*. Summary:

MILES.	BATTENSBY.		WORLD'S RECORD.
$\frac{1}{4}$.47	Hendee	.42
$\frac{1}{2}$	1.31	Hendee	1.21 4-5
1	3.03	Cripps	2.53 4-5
2	6.09	Gatehouse	5.57 4-5
3	9.12	Furnivall	9.08 3-5
4	12.18	Furnivall	12.15 1-5
5	15.25	Furnivall	15.18 3-5
6	18.35 2-5	Lowndes	19.35
7	21.41	Lowndes	22.54
8	24.48 2-5	Lowndes	26.09
9	27.59	Lowndes	29.23
10	31.02 1-5	Lowndes	32.33 3-5

ARRANGEMENTS FOR NEW YORK MEET.

Members of the League proposing to come to Buffalo on the 3d and 4th of September can obtain all desired information by addressing the Chairman of the different committees as follows:

Dr. C. S. Butler, 263 Main Street, on Entertainment. Under this head comes all inquiries as to hotels, rates, etc., accommodations for wheels, and all other information not embraced under the other committees.

John R. Williams, 202 Main Street, on Reception. This Committee will meet all incoming trains and escort wheelmen to the hotels. Clubs and individuals are urgently requested to notify Mr. Williams on what trains they will arrive.

W. S. Bull, 585 Main Street, on Transportation. Under this head come special rail rates and all inquiries as to transportation.

W. S. Bull, 585 Main Street, on Programme. Mr. Bull proposes to mail this to every L. A. W. member in New York State by August 15th, and promises that it will be the most original, unique, and complete programme ever issued. Advertisers will do well to apply for space early.

C. F. Hotchkiss, 255 Erie Street, on Races and Runs. Under this head will come all inquiries as to the races, track, etc., and also schedule of runs about the city and vicinity.

C. W. Adams, 881 Main Street, on Printing and Advertising. Under this head will come all inquiries for dodgers, posters, etc.

Present indications point to a large attendance of wheelmen, not only from New York State, but from all over the United States, and this year's meet promises to fairly out-rival the League meet held here last year.

The prominent racing men will be here from all over the country, and the races are sure to be sharply contested and fast time made. The track will be in better condition than ever before.

THE CLEVELAND BI. CLUB'S MEET.

The annual meet of this club will be held on August 26, 27, and 28. The prizes offered are valued at \$1,500. Entries close August 21:

PROGRAMME.

First Day.—One mile bicycle, novices; one mile tricycle, State Championship of '86; half mile bicycle, open; two mile bicycle, 6.30 class; two mile tandem tricycle, handicap; one mile bicycle, open, 1st heat; one-half mile bicycle, 1.30 class; five mile bicycle, State Championship of '86; quarter mile bicycle, open; one mile tricycle, open; one mile bicycle, handicap.

Second Day.—One mile bicycle, 3.20 class; two mile bicycle, State Championship; one-half mile bicycle, handicap; one mile tandem tricycle, open; one mile bicycle, open, second heat; one-quarter mile bicycle, 45 second class; two mile bicycle, lap race; one mile tricycle, handicap; one hundred yards foot race, handicap; one-half mile bicycle, open; one mile bicycle, 3.00 class.

Third Day.—One mile bicycle, 3.10 class; one mile bicycle, State Championship; two mile bicycle, handicap; one-half mile tricycle, open; one mile bicycle, handicap; five mile bicycle, lap race; quarter mile bicycle, open; half mile tandem tricycle, open; one mile bicycle, third heat, (this race is offered through the co-operation of the Pope Company, and Messrs. Davis and Hunt); one mile bicycle, lap race; one mile bicycle, consolation.

A NOVEL ARRANGEMENT.

LOUISVILLE, KY., Aug. 3d, 1886.

Editor of THE WHEEL.—I inclose you a photo of my Balance Crank Shaft Bicycle, which, during the month of July just past, I have ridden 400 miles, over all kinds of roads, and after this practical test, I find I have a large increase of power and speed, with the same physical exertion heretofore applied to a plain bi., and the steering is much easier. This is owing to the novel arrangement of the crank shaft. The application of power so balances the wheel that it has no disposition to twist or wobble. I find I can take longer "runs" with less fatigue than ever before (have been riding six years). The pull-up is six-inches on this wheel, but can be made any desired length, and is not any more straining on the arms, than steering and pulling on a bi. with rigid bars and handles. It is easy to ride; every one that has tried it has mounted and ridden away at the first effort. The liability to headers is much decreased, as the little wheel cannot leave the ground as long as the rider pulls on one handle. I can ride through deep gutters and over rough places with more ease and safety, than with any wheel I ever rode, and I have ridden nearly everything that has been made or imported into this country.

Riders that heretofore have been my superiors on the road, are now no longer able to keep within sight of me when I take a notion to leave them. This wheel is at present in the hands of a large manufacturing company, who are giving it a trial.

LOUISVILLE, KY.

D. G. BIGGS.

[The photograph accompanying the above letter represents power applied by rods, connected with the pedals, and worked with the arms. To the outer end of the pedal pins,

are attached tapering auxiliary cranks, about nine inches in length and running parallel with the ordinary cranks. At the thin end, they are connected with upright rods. These are connected with low curved handle-bars, with other auxiliary cranks. All the connections are pivotal. The upper ends of the rods are fitted with spade handles, by which the rider may work the cranks in unison with his feet, but in opposite directions. The pull-up is from four to six inches. The gearing weighs four pounds. The same principle can be applied to single and tandem tricycles.—ED.]

IT IS SAID

That Chairman Bassett has invented a new style of trousers, which can be used for cycling or street wear.

That a new Victor tricycle will shortly make its appearance, which will eclipse everything of the kind now made.

That the Pennell's *Century* papers on "Tricycling in Italy," are to be republished in book form, with the not euphonious title: "Two Pilgrims' Progress from Fair Florence to the Eternal City of Rome."

That the California Road Book will appear shortly after August.

That West Philadelphia is to have a quarter-mile track at Belmont and Elm Avenues.

That a \$25,000 stock company has been formed to build a quarter-mile track at Saratoga.

That the company will cater to the butterfly public of that fashionable caravansery, by selling pools on the races.

That we doubt all this very much.

That L. D. Munger has severed his connection with Messrs. W. B. Everett & Co.; that he is no longer an m. a., and that he will race no more this year.

That Howell recently took a header, and is now nursing a broken collar-bone.

That a new bicycle monthly—*The Pacific Wheelman*—will be brought out at San Francisco this month.

That Dan Canary is going to build a house on the "Back Bay" when he gets back from Europe.

That the Lynn Club will build a \$3,000 house.

That Fred Russ Cook has retired from the path.

That the Lynn track repairs were finished last Monday.

That Rowe, Hendee, and the other fast men have returned to Lynn.

That if Mr. Ducker's appeal to the Board of Officers is sustained, he will immediately resign in favor of Mr. Hayes.

That Hart, the St. Louis crack, is laid up, or rather down, with malaria.

That Ireland will be represented in the Fall tournaments.

That all the professional events at Springfield will be handicaps. Good!

That the N. C. U. has accepted Speechly's one and three miles records.

That Kluge has a brother in Chicago—Gus—who promises to be a fast man.

SPOKES.

An elegant combination of gilt edge and cream colored card-board reminds us that the New Castle Pa., Bicycle Club's meet will be held Thursday week. Entries close with L. S. Osgood on August 17th.

The *Bi. News* gives additional information in re the American prizes. Cripps says he was given a \$50 clock in Connecticut—which is a big place, by the way—which he gave to James, the professional. The latter took it to the maker, who offered him six dollars for it.

The Rev. Joseph Scott, of Springfield, Mass., was very late at church one morning, and as he arose he said: "I am seldom late at church, but my horse gave out this morning, and I had to walk." Won't some one in Bicycleville lend the Rev. Joseph a bicycle, which will not give out, and will not cause him to be late at church?

The 100 mile road race of the Boston Bicycle Club will be held on September 27th, starting at 11 A. M., over a course fifty miles in length. There will be two classes, amateurs and promateurs, and the races will be run under A. C. U. rules. Entries close at noon on September 25th; fee \$1.00; address, R. J. Tombs, 36 St. James avenue.

Mr. Ducker writes us that there is no sense in the article on the value of Springfield prizes, which we reprinted from the *Bicycling News* in our issue of last week. Mr. Ducker says that the article is born of petty spite, that there are no charges to refute, and that the reputation of the makers of the prizes, Messrs. Reed & Barton, is beyond doubt.

Scranton Bi. Club meet.—This meet will be held on August 24th, at which the following events will be decided: 1 mile open, 1 mile novice, 2 miles State championship, 1 mile ride and run, 3 miles lap race, 1 mile club handicap, 1/2 mile boys' under fifteen, 1 mile tandem tricycle, 3 miles handicap open, 1 mile consolation. Entries close August 19th with John J. Van Nort.

A Race Meet at Albany.—The Albany Wheelmen have perfected arrangements for their annual tournament, which will be held on Saturday, August 28th. The track is a fast one, being three laps to the mile. The following events will be decided: Half-mile open, team race between local clubs, five miles open, one mile club championship, three miles State Division championship, one mile team race, 3.40, five miles club handicap, one lap consolation race. Entrance fee, \$1.00; close with Thomas H. Clemishire, Secretary.

Race meet at Millville, N. J.—The annual race meet of the New Jersey L. A. W. Division will be held at Millville, on Saturday, August 28th. The programme of the day includes the Business Meet at 10.30 A. M., a parade at 1.30 P. M., and a race meeting on the quarter mile path at 2.30 P. M., at which the following events will be decided: 1 mile novices, one mile State championship, 1 mile boys' under sixteen, 1 mile 3 minute class, 1/4 mile scratch, 1 mile 2.55 class, 3 mile lap race, 5 mile State championship, 1 mile scratch, 1 mile consolation. Entry fee \$1.00, returnable to starters; races under L. A. W. rules. Entries close August 21st with Thomas Whittaker.

R. Howell takes a header—While training on the Belgrave grounds on Wednesday, July 21st, the professional champion took a severe header. He turned his machine sharply to avoid collision with another rider, but came down heavily, his head striking a post at the side of the track. In addition to many cuts and bruises it was found that his collar bone was broken. After receiving medical treatment he was taken home. His doctor has prescribed absolute rest, and it is doubtless if he will race any till the opening of the American tournaments.

THE WHEEL, speaking of Letchford's Cambridge record, says:

There are some curious phases about this record. Here we see a record, surpassing by 61-58, the Springfield record, at which Englishmen raised the cry of unbelief last fall. To what length have they, as a class, been educated! Again, it will be noticed how far behind the American standard the Englishman is at the start, and how far he surpasses it at the two miles. This proves that the American gets to work quicker, but that the Englishman, at least the one under discussion, has more stay.

We would point out that our American contemporary accepts the figures without question, in strong contrast to the unsportsmanlike and boorish attitude of a certain English paper towards American times.—*Wheeling*.

SO VERY PATHETIC.—Our readers will be astonished to find the *Cycler* this month only eight pages, and we will proceed to explain the whys and wherefores.

We attended the Columbus races, and after the races were over, and even before we left Columbus, we were taken sick, and on our return had to take the bed, and there we lay for several days with a severe attack of fever, bordering on bilious fever, but we have so far recovered as to be up and about, and that is all, and as the *Cycler* is entirely under our management, we have not been physically able to get up the matter for our usual edition, hence our shortness this month, which we trust will be overlooked by our friends and subscribers.

Our trip to Columbus was pleasant in many respects, good company in going and any amount of company while there. At Macon we met Mr. John W. Horton, one of the Southern professionals, and he treated us finely, and with it, hauled out a big forty pound Georgia watermelon from his big ice box, and it was enjoyed highly.—*Southern Cycler*.

Says our contemporary, the *Bicycling News*: "Transatlantic affairs do not possess any particular attraction for English cyclists. The League of American Wheelmen and the American Cyclists' Union may bicker and blunder as they choose. We on this side of the Western Ocean have our own house to keep in order, and we doubt very much if there are half a score of English cyclists who know or care about the cycling politics of the States. It is for this reason that *Bicycling News* has not padded its columns with extracts concerning the passing phases of the amateur question in America." Nothing that we can say can more clearly define the puerility of this paragraph. The last sentence is aimed at *Wheeling*, whose editor is enterprising and intelligent enough to discuss the various phases of American cycling.

A pointer for other clubs.—What may be regarded as a signal victory has recently been gained by the wheelmen of Sacramento. The riverside drive, a turnpike road skirting the river-bank, had for a long time been closed to wheelmen. A notice to the effect that bicycles and tricycles were not allowed on the road was posted above the gateway, and a belligerent old ruffian put in charge, who used the most offensive language to wheelmen who came to the gate, and, offering toll, asked to be allowed to ride on the road. In May last, the Chief Consul visited Sacramento, and going to the toll gate, had the same experience. At that time there was no organization among the Sacramento wheelmen. He

returned to San Francisco, reported the matter to the National Headquarters of the League, and, under the direction of the L. A. W. officers, was preparing a course of action. Meanwhile, the wheelmen of Sacramento organized a club. It was composed of some of the best young men of the town. They selected as their President a Mr. Bennett, a gentleman of prominence in the community. The matter of opening the road to the wheelmen was agitated in one of the daily papers, and then a committee from the Club called on the Directors. They were pleasantly received, and the result of the interview was that the road was opened to all wheelmen, with toll fixed at ten cents.—*Ingleside*.

"Chairman Bassett is not only an expert Racing Board Manager, but he is also a talented inventor. His latest effort is this line is a patent pair of trousers for cycling purposes. He considers the present knee breeches as not only immodest, but uncomfortable, and his invention is to do away with both these defects. His invention is best described as a pair of every-day long trousers, with a reef taken in the lower part of the leg and tightly laced about the calf with silken cords."—*Phila. Press*. Again do we display, for the amusement of our readers, the erudition of this Quaker City scribe. We learn that Chairman Bassett is not only an expert Racing Board Manager—the truth is out, we always did think that Mr. Bassett managed the R. B.—but that he is also a talented inventor. We had an idea that inventors always were talented, but our scribe seems to think otherwise. Probably he owns some Keeley motor stock; but even Keely has the talent of living luxuriously off other people. Again, we are informed that the Chairman considers the present style of knee breeches as immodest. This is indeed unfortunate, and must subject the Chairman to much pain, as his official position compels him to look at vulgar racing men. He should at once enact a rule compelling these men to race in full dress suits, or perhaps he might obtain some relief by wearing blue glass spectacles.

KILLED BY HIS TRICYCLE.

SAD RESULT OF A YOUNG BOSTON COUPLE'S EVENING SPIN ON THEIR MACHINE.

Rufus H. Stickney, a son of the senior member of the celebrated Boston mustard firm of Stickney & Poor, was almost instantly killed near the Chestnut Hill reservoir, Thursday night, and his young wife badly hurt by the overturning of their tricycle. They were enthusiastic tricyclists, and every evening after the husband's return from Boston to Auburndale, where they were spending the summer, the two would make a trip on their machine—a fine English tricycle of the tandem variety. They started off as usual Thursday evening, Mrs. Stickney sitting in front. They reached the hill near the Chestnut Hill reservoir a little late, and a gathering storm caused them to hurry their pace. Coming down the hill at a rapid rate, they went along all right until they reached a point where a turn had to be made. There, as Mrs. Stickney stated, she suddenly felt the machine quiver, and instantly, before they had time to make any preparations for a tumble, over it went. Mr. Stickney was thrown a little distance into the gutter. Mrs. Stickney fell under the machine. Both were rendered insensible. Somebody passing along a few moments afterward discovered the two lying beside the overturned tricycle, and they were carried to the engine house not far away. There Mr. Stickney recovered consciousness, but died an hour later. Mrs. Stickney was not seriously injured, and had no idea that her husband was in a critical condition. When afterward told that her husband was dead she became frantic, and, with her bruises, her recovery is doubtful. Mr. Stickney, who died of congestion of the brain, was twenty-nine years old, an active and able representative of his father in the business of the firm, and greatly interested in bicycling matters. He was a member of the Massachusetts Bicycle Club.

MISCELLANEOUS.

[Advertisements inserted in this department; not over four lines nonpareil, for \$10 a year.]

MURRAY'S, 100 Sudbury Street, Boston, Mass., is the Eastern Headquarters for the American Challenge, Safety and Ideal. These are high grade machines at low prices, and the best wheels in the market for the money. Send 2-cent stamp for large illustrated catalogue.

MURRAY'S, 100 Sudbury Street, Boston, Mass., is the place to get your repairing done. I make a specialty of parts for repairs, and keep a large stock on hand. Am successor to the late Cunningham Co. Send 2-cent stamp for price list, discount to the trade.

I HAVE a few more Harvards, Yales, and Cornells left, which I am selling at greatly reduced prices; also Meteor Sociables. Old machines taken in exchange for new ones. The only place where you can get the parts of the above machines. Send for second-hand list to Murray's, 100 Sudbury Street, Boston, Mass.

CHICAGO, ILL.—THE JOHN WILKINSON CO., 63 Wash Avenue, makers of Bicycle Hose Supporters. The best style made. Price per pair, 35 cents by mail. Agents for the Columbia Bicycle. Send stamp for catalogue.

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

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THIRD ANNUAL RACE-MEETING

OF THE

Weedsport Bicycle Club.

WEEDSPORT DRIVING PARK, AUGUST 19, 1886.

Half Mile Track.

1. ONE-HALF MILE NOVICE.—First prize, L. A. W. pin; second prize, silver and gold napkin ring.
2. ONE MILE OPEN.—First prize, gold medal; second prize, silver handled umbrella.
3. ONE-HALF MILE BOYS' RACE.—First prize, silver cup; second prize, silver napkin ring.
4. ONE MILE, 3.20 CLASS.—First prize, gold ring; second prize, gold and silver toothpick holder.
5. ONE MILE TRICYCLE.—First prize, King of the Road lamp; second prize, silver cup.
6. 100 YARDS, SLOW RACE.—First prize, silver headed cane; second prize, gold and silver ash eceiver.
7. ONE MILE CLUB, HANDICAP.—First prize, club medal; second prize, dressing case.
8. ONE MILE CENTRAL NEW YORK CHAMPIONSHIP.—Prize, gold medal.
9. ONE-HALF MILE, HANDS OFF.—First prize, individual castor; second prize, silver goblet.
10. ONE MILE RIDE AND RUN.—First prize silver ice pitcher; second prize, silver shaving mug.
11. THREE MILE LAP RACE. (L. A. W. Members only).—First prize, silver bicycle prize cup; second prize, case nut-picks and cracks.
12. ONE-HALF MILE TIME RACE, TIME 1.40.—First prize, bicycle clock; second prize, silver fruit knife.
13. ONE MILE CONSOLATION.—First prize, bicycle watch charm; second prize, meerschaum cigar holder; third prize, cigar case.

Races commence promptly at 2.30 p. m., and will be run under L. A. W. rules. The Central New York Championship race will be open to wheelmen residing between Utica and Rochester. Entrance fee Fifty Cents for each event. Entries close August 17th, and must be made to the undersigned. For further particulars address,

H. E. RHEUBOTTOM, Sec'y.
Weedsport, N. Y.

**BICYCLE
MEDALS.
ATHLETIC
MEDALS.**

**LAWN TENNIS.
MEDALS.
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START, STOP and FLY-BACK.

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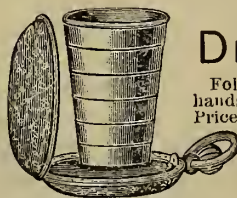
NEW ROAD BOOK.

Just issued, third edition of the WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS. Thoroughly revised and enlarged. All essential information for the wheelman or general tourist, concerning objects of interest, hotels, repair places, cycling clubs, Consuls, etc., and Road Routes WITH DISTANCES AND CONDITIONS OF ROADS to every place in the county and vicinity. Also sketch of the League of Essex County Wheelmen, and the only complete catalogue of Wheel Literature ever published, embracing all 'cycling periodicals published in the English language, and every publication connected with the sport ever produced in America.

Price, 20 cents, by mail, postpaid. Old editions (supply limited,) 3 cents.

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Mention THE WHEEL.



**POCKET
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Folds together and goes in a handsome nickel case size of watch. Price 40c. each or 3 for \$1, postpaid. Agents can coin money selling them during the picnic and excursion season.

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The only perfect substitute for Mother's milk. Invaluable in Cholera Infantum and Teething. A pre-digested food for Dyspeptics, Consumptives, Convalescents. Perfect nutrient in all Wasting Diseases. Requires no cooking. Our Book, The Care and Feeding of Infants, mailed free.

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(HUMBER TYPE.)

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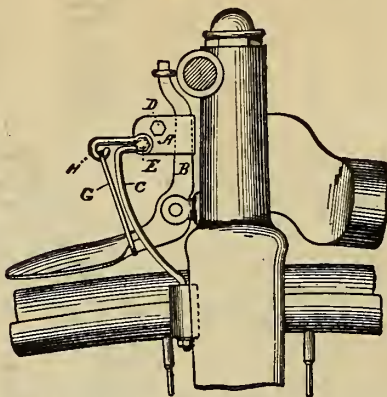
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RUDGE RACERS.

Attention Racing Men.

1 53	Rudge Racer, used twice,	-	\$90.00
1 54	" " three times,	-	90.00
1 55	" " never ridden,	-	90.00
1 57	" " " "	-	90.00

Saddle on backbone, and all latest improvements. Apply early.

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SECOND HAND CYCLES in great variety at VERY ATTRACTIVE PRICES. All sizes, makes and finishes. Enclose stamp for particulars, stating wants. Machines bought, sold on commission (10 per cent.), or exchanged. New wheels if desired. Correspondence solicited.

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FOR SALE.—53-inch Harvard Special, at about half price; perfect order, nickel and enamel.

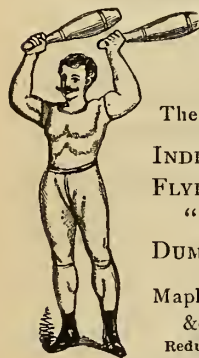
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Reduction made to Schools & Gymnasiums.

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TREMENDOUS SLAUGHTER IN

Bicycle Hose.

We have on hand a large quantity all wool ribbed hose, which we shall sell at the ridiculously low price of 57 cents per pair, post-paid. Hose that are no better are sold everywhere for from \$1.00 to \$1.25 per pair. We have them in three colors—Black, brown and Navy Blue. All sizes.

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I rent Rudge and Columbia bicycles and tricycles to responsible and competent riders at reasonable rates.

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I have the most complete and varied stock of wheels and sundries in the city; showing six of the leading makes—**ALL WINNERS.**

Purchasers taught to ride free.

I have a well equipped repair shop and guarantee my work and prices.

Send for my catalogues, terms, etc.

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Realizing that the price of a bicycle or tricycle deters many from purchasing, I have adopted this system, and am prepared to sell to those who can furnish me with satisfactory references, *any bicycle or tricycle* from my stock on this plan. Many arguments can be made for and against this system of purchasing; but my previous experience, and I believe that of my customers, proves that it is entirely satisfactory, and enables many to own a wheel who could not otherwise do so. I do not charge an exorbitant price on this system, but merely an advance over the cash price of enough to cover interest and cost of transacting the business. Neither do I require chattel mortgages on personal property, endorsed notes, or a guarantee from real estate holders to secure me. I have made my plan of selling in this way as simple as possible, and only desire to know that my customer is honest, and will deal with me in a business-like manner. I shall be pleased to send my circular and terms on application to any part of the country.

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No. 313 West 58th St., New York.

NOTES FROM TOURIST PAGE.

Mr. W. B. Page, of Philadelphia, who is well known as the holder of the American record at running high jumping, and as the best jumper of his height ever known, is now enjoying his annual tour. Mr. Page is an enthusiastic wheelman, and takes long tours every summer, very readable stories of which he contributes to the cycling press. This year he is riding Canada-ward, *via* the White Mountains, Bar Harbor and the Maine Woods. The following notes of his tour have been received by the editor of the *Bulletin*:

"My summer tour started at Market Street Wharf, at 6 o'clock, on Monday, July 5th." Twenty and a half miles of riding and two miles ferry-boat passage brought Mr. Page to an 8.40 breakfast at Bristol; Hopewell for dinner, and Plainfield for supper made 78 miles for the day.

Second day's start was made at 5.30 A. M., with breakfast at Newark at 8.15. A tiresome detour around New York city brought up at Fort Lee just in time to miss the 12.30 P. M. boat. A dip in the Hudson at this point and a dinner in New York fitted him for a pleasant though rather hilly road, (which brought him to Sing Sing (not for a long term, however) at 7.40 P. M. A day's run of 64½ miles.

Third day's start not made until 8.15 A. M. Roads very hilly and bad to Fishkill. The fine scenery a full compensation, however. Dinner at Fishkill and a two hours' ride to Poughkeepsie, with a rain threatened, finished a day's work of but 50 miles.

Left Poughkeepsie at 4.45 A. M. and breakfasted at Rhinebeck (17 miles) at 7 A. M., with many stops to sketch. Hudson was reached for dinner and Shodack Centre (65½ miles) at night.

On Friday an early start and breakfast at Albany. Three hours to do the town and ride in the park was followed by a ride to Saratoga, which was reached at 5 P. M., 51½ miles for the day.

Two days at Saratoga and two days at Hotel Sagamore, Lake George, reached by wheel, brought him to the Green Mountains of Vermont. Here bad roads and a superabundance of rain do not seem to have made lastingly pleasant impression, though beautiful scenery again did much to alleviate his misery. At Bath, N. H. he writes (July 18th): "I am now 464 miles from Philadelphia; it was quite quickly made considering my four days' stop at the resorts and one day lost by rain. I am not after a record but stop to do places of interest and to sketch by the wayside, and do not expect to make fast time. My 'Expert' looks as it did when I got it out of Hart's."

PRESENTATION OF THE INTER-CLUB TROPHY.

The Kings County Wheelmen gave a banquet at "Dillard's" last Thursday evening, the occasion being the presentation of the challenge cup to the K. C. W.'s team, the winners of the Inter-club road race, held on June 12th. About sixty men were present. After the menu, provided by mine host, had been finished, cigars were brought on, and the chief business of the evening was commenced. Chairman R. F. Hibson introduced Messrs. E. J. Schriver and Chas. S. Luscomb, who had been deputed to represent the N. Y., and N. J. T. R., etc. Mr.

Schriver gracefully turned the burden over to Mr. Luscomb, who made a short speech, bristling with humor and good sentiments.

President Hibson accepted the trophy on behalf of the Kings County Wheelmen, with a few appropriate remarks. The following toasts were briefly responded to. "The Association," E. J. Schriver; "Field Officers," F. L. Bingham; "The Victors," T. B. Hegeman; "The Press," C. L. Meyers; "New York," T. C. Smith; "New Jersey," J. C. Wetmore; "Brooklyn," F. W. Loucks. The trophy is a solid silver cup, eighteen inches high, weighing fifty-two ounces and valued at \$250. It is of handsome design.

DEATH OF MAJOR WILLIAM M. DURELL.

CHICAGO AGENT OF THE POPE MANUFACTURING CO.

CHICAGO, Aug. 6.—Major William M. Durell, widely known among the wheelmen of America, and Western agent of the Pope Manufacturing Company, died quite suddenly last Wednesday morning. Apoplexy is conceded to be the cause of his death, but the apoplectic stroke is the direct result, so it is said by detectives who have worked up the case, of a brutal beating the Major received last Tuesday night, in a sporting resort on Clark street, near Monroe, where he had gone in company with Duncan C. Ross. There he met Paddy Ryan, the pugilist, and numerous lesser lights in the sporting world. Numerous fights are said to have taken place during the evening between Ryan and Harrison, owing to a desire to settle old scores. Others were also drawn into the quarrels, and finally, the fighting became so general, that everybody was drawn into the *melee* for the love of a broil or for self-preservation. It is not known why the Major was set upon, but he got away from the place at ten o'clock, and went to his home, where he complained to his wife of a severe pain in his head.

A physician was at once called, and found that there was a pronounced rush of blood to the head. Fearing apoplexy, he administered hypodermic injections. At 7 o'clock next morning Mrs. Durell was awakened by the heavy gasping of her husband. Before a physician could be summoned he was dead. An examination showed that the deceased had received numerous kicks and blows on the right side, extending from the shoulder to the hip; that there were discolorations, the result of blows, on the back, and there was a large swelling on the neck, apparently caused by a blow or kick.

The friends of Mr. Durell, on hearing these facts, immediately proceeded to investigate the matter, and what they have already learned, has satisfied them that the deceased received the injuries which caused his death, during the fight which occurred in the saloon in the alley adjacent, and in which Paddy Ryan, the pugilist. Harrison, "the Unknown," so called, and others of that ilk, were engaged. The Major was a gentleman, both by birth and education; had served in the confederate army with distinction, and honorably earned his title. He also lost an arm in the service. He was known as a generous man, a true-hearted friend and a genial companion, and his untimely death will be deeply mourned by a wide circle of friends.

SPRINGFIELD TOURNAMENT PROGRAMME.

FIRST DAY, TUESDAY, SEPTEMBER 14.

- 1-mile bicycle, world's championship, 1st heat.
- 1-mile bicycle, amateur, novice.
- 10-mile bicycle, promateur, A. C. U., championship.
- 5-mile bicycle, professional, handicap.
- 1-mile bicycle, world's championship, 2d heat.
- 5-mile bicycle, amateur, 16.30 class.
- 1-mile tricycle, promateur, open.
- 3-mile bicycle, professional, open.
- 1-mile bicycle world's championship, 3d heat.
- 1-mile tandem, amateur, A. C. U. championship.

SECOND DAY, WEDNESDAY, SEPTEMBER 15.

- 1-mile bicycle, world's championship, 4th heat.
- 5-mile bicycle, amateur, lap race.
- 5-mile bicycle, promateur, handicap.
- 3-mile tricycle, professional open.
- 1-mile bicycle, world's championship, 5th heat.
- 3-mile bicycle, professional lap.
- 5-mile bicycle, promateur, lap.
- 3-mile bicycle, professional, handicap.
- 1-mile bicycle, world's championship, 6th heat.
- 3-mile tricycle, amateur, open.

THIRD DAY, THURSDAY, SEPTEMBER 16.

- 1-mile bicycle, world's championship, 7th heat.
- 3-mile bicycle, amateur, open.
- 10-mile bicycle, promateur, lap.
- 1-mile bicycle, professional open.
- 1-mile bicycle, world's championship, 8th heat.
- 1-mile bicycle, amateur, open.
- 3-mile tricycle, promateur, open.
- 1-mile bicycle, professional, handicap.
- 1-mile bicycle, world's championship, 9th heat.
- 3-mile tricycle, professional, handicap.

FOURTH DAY, FRIDAY, SEPTEMBER 17.

- 1-mile bicycle, world's championship, 10th heat.
- 3-mile bicycle, amateur, 9.45 class.
- 3-mile bicycle, promateur, open.
- 10-mile bicycle, professional lap.
- 1-mile bicycle, world's championship, 11th heat.
- 3-mile bicycle, amateur, handicap.
- 1-mile bicycle, promateur, 2.40 class.
- 5-mile bicycle, professional, open.
- 1-mile bicycle, world's championship, final heat.
- 1-mile bicycle, amateur, consolation.

CHICAGO BICYCLE CLUB RACES.

The Chicago Bi. Club's meet was held at the Base-Ball Park, on Saturday, July 31. Attendance fair. Summary:

One mile novice: M. Bowbeer, 1; Gus J. Kluge, 2; M. D. Wilbur, 3. Only the three placed men ran. Time, 3.08½.

One mile tandem tricycle: L. W. Conkling and N. H. Van Sicklen; walked over. Time 3.24.

One mile, open: Van Sicklen, 1; W. S. Webster, 2; J. P. Heywood, 3. Heywood's light weight would not allow him to battle with the wind on the last lap. Time, 2.59½.

One mile, boys: James Levy, 1; A. C. Field, disqualified.

One mile, handicap: Van Sicklen, 1; E. Mehring, 2; J. P. Heywood, 3; time, 3.03 3-5. Van Sicklen's actual time, 2.53 3-5.

One mile, 3.30 class, roadsters: M. D. Wilbur, 1; F. E. Spooner, 2; Kluge, 3. Time, 3.05.

Five mile, handicap: Van Sicklen, 1; W. S. Webster, 2; W. G. E. Pierce, 25s., 3; J. P. Heywood, 20s., 0. Van Sicklen caught his men at two miles and won as he pleased. Time, 16.33 1-5.

"One-half mile, chestnut or whiskered members: This race produced more fun than any other event of the day. J. P. Maynard won, but two other beardless youths who displayed unlimited "cheek" finished ahead of him. Mr. Conkling may come under the head of "chestnuts" but is not a bearded member. Ned. Oliver, who engaged in a ten mile race with Frank Moore, in New York, fifty or sixty years ago, rode the half mile in 4.56."

ODDS AND ENDS.

Look out!

"The records must go!"

At the Roseville tournament!

September 30th, October 1st and 2d!

Rowe rode a practice mile at Springfield on August 7th, in 2m. 29 3-5s.

Whittaker is training at Clarksville, Tenn. He intends to make a series of road records shortly.

The Racing Board has assigned the 20 miles championship race to the Winona Bicycle Club.

The Dorchester Bi. Club will hold a fifteen mile club and a fifty miles open road race about October 1st.

The Harlem Wheelmen are working energetically at their meet, and it will doubtless be a grand success.

In our advertising columns will be found a cut of the Greghill Manufacturing Co.'s telescopic drinking cup.

We have received a neat programme containing the prospectus of the August meet of the Cleveland Bi. Club.

The Kings County Wheelmen announce a race meet for Saturday, September 18th, at the Brooklyn A. C. grounds.

Richard Garvey, formerly of Garvey & Herring, of this city, is in the real estate business in San Diego, Cal.

Kluge is training on the road, as a preparation for the fall campaign. He left New York for Philadelphia last Saturday.

Just now it is the propah capaw to go through Niagara Falls in a barrel. This might be an enjoyable preliminary to the Big Fair tour, and, as a novel feature, it should commend itself to the enterprising Burley.

At the Orange Wanderers meeting, to be held this evening (Wednesday), it will probably be decided to hold a race meet on the new Roseville track. The date selected will be September 4th, and an excellent programme of events will be offered.

Hundreds of racing men are waiting for the opening of the Roseville Track, so that they may commence practicing at once. The announcement of its opening may be expected any day, as the top dressing is already put on. Weber and Kluge will train on this track.

The Orange Wanderers hill-climbing contest will be held at Eagle Rock, Orange, next Saturday. Take D. L. & W. 3.10 train at Barclay Street. The following entries had been received up to date of writing: C. H. Chickering, Smithville, N. J.; F. S. Miller, Westfield, N. J.; W. J. Wilhelm, Reading, Pa.; E. P. Baird, Orange, N. J., and Chas. E. Stenken, Jersey City. Other entries are expected.

"When the Swallows Homeward Fly" go and see the fastest men of this or any other world compete at the Roseville Tournament, September 30th, October 1st, and 2d. Three days of records. Excursion tickets from New York direct to the grounds, and including admission to the races, will be sold at about sixty cents. You can afford to wait for this tournament. Only eight miles from New York.

Bicycling is booming in Cincinnati. The *Sun* has offered a gold medal, which will shortly be run for at Chester Park, under the auspices of the Avondale Bicycle Club. On the 17th, the Carthage Fair Association will give a number of bicycle events, in which the Avondale and Kenton Clubs will participate. The Avondales touring record for this year totals 17,251 miles. The club will shortly rent a house on Rockdale Avenue, which will be ready for occupancy by September 15th.

Gormully & Jeffery have broken ground and started work on their new factories, which, when completed in the latter part of September, will form the largest and most complete bicycle manufacturing plant in the world, with a capacity of turning out seventy-five perfect bicycles a day, and will furnish employment to four hundred skilled mechanics. The new building will occupy as much ground as the present two, and will be five stories high, with a basement underneath, and will be joined to the present factories. The main floor will be taken up entirely by the offices and stock rooms, which former will be commodious and elegant. Full particulars as to details will appear in this paper at a later date.—*Adv.*

It is stated that Chicago girls are only charged half price admission to race meetings. Springfield girls don't require any such bait as this.—*Springfield Union.* Neither do the Lynn girls.—*Lynn Bee.* We admire the spirit of our contemporaries, which prompts them to boom the home article, but we must admire the far-seeing policy of the Chicagoans, who let the girls in at half price. You see, the Chicagoennes' feet are mammoth, not to say colossal, and they are very useful in spurring on the contestants. The noise they can get up is something appalling. A friend of ours, while at Chicago, visited one of its famous concert halls. Upon approaching the building, he heard the final gymnastic peroration of a cornet solo, followed by a perfect Niagara of applause, the like of which he had never heard, except when he visited the Ampitheatre at Rome, and saw Spartacus annihilate Julius Cæsar's "unknown." On entering the building he prepared himself to see a crowd, but behold, there were present five Chicago girls and their escorts.

We have hung over our sanctum table, where we can always cast an optic on it, when conjuring up some literary brick-bat to hurl at the head of some offending scribe, a magnificent—that's the word—oil chromo, which we received from the Springfield Bi. Club this week. We call it a chromo, though so artistic it is in design and execution, that it might have taken a prize in the French *Salon*, for aught the uncultivated might know. The lithograph is 24x36 inches, printed on heavy muslin. The body of the picture represents a horseshoe, the rim of which is formed of photos of sixteen racing men. On the dome of the horse-shoe is "Justice," with the usual headache bandage over her visual orbs, and the grocer's scales attachment. Where "Justice's" feet should be, is a luminous body—either a sun or an exploding full grown comet, judging from its brightness—in the centre of which we find the mystic figures, '86. The centrepiece of the horseshoe is occupied by a view of a race path. The crowd is cheering on two competitors, who are evidently finishing a hard-

fought race. In the van is old "Uncle Sam," with a Springfield smile, and a goatish beard on his bony countenance. His coat tails flutter rear-ward in the ambient air. His pantaloons are perfectly gorgeous; in fact, they are the most striking part of the picture. They are of the regulation red and white stripes, but such white white, and such red red, was never seen before. Ah! Now we have our laugh. Behind "mine uncle" rides "Johnny Bull," "fat, unfair and forty," and a beaten man. The graveyard smile on his countenance tells the tale. Of course the litho explains that the Grand International Tournament will be held on September 14, 15, 16, and 17th, at Springfield, Mass., U. S. A., the home of records, etc. Every man should have one for his private gallery.

The ideal food for infancy is that which nature provides: Civilized life, especially in the great cities, has become so harsh, onerous and artificial that it affects even the little child and its mother. The hearty peasant wife nurses her babe into vigorous childhood. The refined and cultured woman is unequal to the task, and falls back upon the skill of the physician or the science of the chemist to preserve the life of her offspring. This is the chief cause of that terrible fact in social life, infant mortality. Two-thirds of the baby deaths occur from inanition, or the diseases to which it gives rise. The children of the first enjoy the probability of life, health and robust strength; those of the second have not an even chance between life and death; the latter when they live, are generally puny through babyhood and become the invalids, while the former grow into the bone and sinew of the land. Incomplete infantile nutrition annually costs the country a half million lives and millions of dollars. To this subject the great scientists of the century turned their attention at an early date. The problem of making a perfect infants' food remained unsolved until Liebig, the great organic chemist of the age, investigated the matter in all its relations. He demonstrated that the best substitute for normal human milk was not the milk of any animal, but a combination of animal milk with the elements of those grains which are used by the human system in repairing waste, building tissue and generating heat. We now know that certain preparations of cereals are best adapted for certain morbid conditions of the infantile system, and that others are of therapeutic value in specific diseases. We also know what is the best general type of food for little folks. Many articles in the market approach this type, but that which comes nearest is Mellin's Food. It contains no starch, cellulose, gum, bran or lignose, and so resembles natural milk. Its ingredients are fat, maltose, albuminoids, and a natural trace of alkali. It is, therefore, easily digested, palatable and wholesome. Combined with cow's milk and water, it is so similar to ideal human milk that the difference is infinitesimal. What difference there is favors the artificial food. It is the same at all times and places. Human milk is influenced notably by the emotions. Fear, jealousy, sorrow and rage in the young mother have from time immemorial injuriously affected the child, and in many cases disastrously. But wheat and barley pass from the waving stalk to the white food of the manufacturer, and thence into the rosy cheek and chubby limbs of the child, without changing or losing in the least their life-giving power. To-day all chemists and physicians subscribe to these views and employ this food both in their own homes and with those who consult them professionally. For general use, for the sick and delicate as well as the strong and hearty child, Mellin's Food is unrivalled. In meeting every want and accomplishing all it promises, it is the most precious gift that the household has received from modern science. *Cholera Infantum* is unheard of in families whose children are entirely fed on Mellin's Food. *Consumptives*, *Convalescents* from *Diphtheria*, low fevers and all wasting diseases find this eminent, *predigested food* most nourishing and curative.

FIXTURES.

AUGUST 17.—Weedsport, N. Y. Bi. Club's Tournament.

AUGUST 19.—Penna Division; Annual meet and races at Williamsport.

AUGUST 19.—New Castle, Pa., race meet.

AUGUST 24.—Scranton Bi. Club, annual tournament.

AUGUST 26, 27, 28.—Cleveland Bi. Club's race meet.

AUGUST 28.—Annual meet and races of N. J. Division, at Millville.

AUGUST 28.—Annual race meet of Albany Wheelmen.

SEPT. 3-4.—N. Y. State Division meet and races at Buffalo.

SEPT. 6.—Grand tour of the L. A. W., from Niagara Falls and Buffalo, through central New York, Virginia, and the Shenandoah Valley, winding up at Harper's Ferry September 18th. Entries now received by the "Marshals."

SEPT. 8-9.—Connecticut Bi. Club, annual race meet at Hartford, Conn.

SEPT. 6-16.—L. A. W. tour from Rochester to Harper's Ferry.

SEPT. 10-11.—Berkshire Co. Wheelmen's tournament at Pittsfield, Mass.

SEPT. 11.—Race meet of Harlem Wheelmen at Manhattan A. C. grounds, N. Y. City.

SEPT. 14, 15, 16, 17.—Springfield tournament.

SEPT. 18.—Fall meet of Kings County Wheelmen.

SEPT. 21, 22, 23.—Races at Junction City, Kansas.

SEPT. 23, 24, 25.—Lynn Tournament.

SEP. 30, OCT. 1-2.—Roseville, N. J., three days meet.

OCT. 1.—Wheelmen's Illuminated Parade at St. Louis.

OCT. 1-3.—L. A. W. interstate meet at St. Louis.



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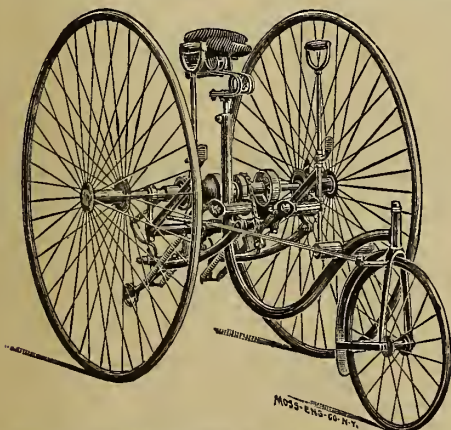
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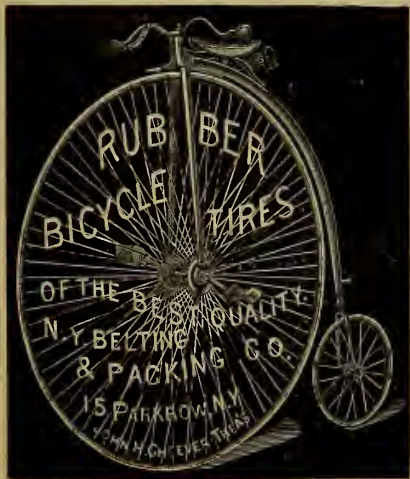
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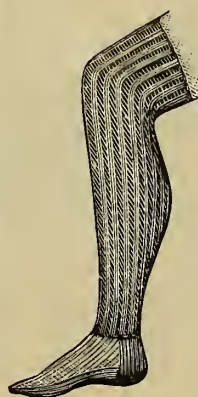
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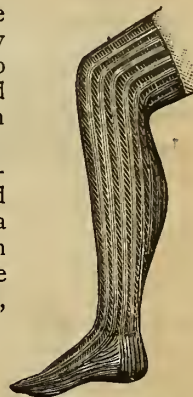
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In 1-inch Stripes we have the following colors :
Scarlet and Black, Blue and White, Black and Orange, Black and White, and Navy and White.

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These Jerseys will be sent by mail to any address on receipt of price and 15 cts. postage.

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