

Vol. XIII.—No. 3.]

NEW YORK, OCTOBER 14, 1887.

[WHOLE NUMBER, 315.]

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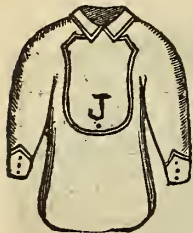
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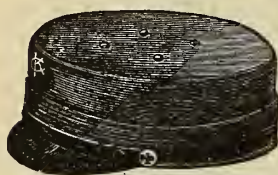
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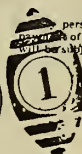
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MADE FROM  
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Original Designs  
AND AT  
POPULAR PRICES.

Correspondence Solicited.

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

## THE STAR.

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

NO.	NAME	25 MILES.	TIME.	NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53	6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57	7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34	8.	S. B. Bowman, E. W.,	STAR,	1.40.20
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49	9.	H. Greenman, I. B. C.,	STAR,	1.43.36
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.

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

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Smithville, N. J.



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## NOW'S YOUR CHANCE.

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

## Biggest Bargains Ever Offered.

## OUR LIST, Oct. 12, 1887.

- No. 2.—56-in. Harv. Plain bearings. Price \$45.  
No. 14.—52-in. Club. Full nickel, ball wheels. Good cond. Price \$65.  
No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Prices \$85.  
No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$75.  
No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.  
No. 41.—Rudge Rotary Tandem. Balls to wheels. A bargain at \$85.  
No. 47.—54-in. Club Racer. Prime cond. Price \$40.  
No. 49.—52-in. Specially built Rudge L. R. Perfect cond. Price \$95.  
No. 50.—52 in. Col. Expert. Enam. Balls all over. Good cond. Big bargain at \$83.  
No. 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. 66.—42-in. Ideal. Prime cond. Price \$25.  
No. 67.—54-in. Exp. Col. Enam. Fine cond. Price \$70.  
No. 68.—3-track Sparkbrook tricycle. Two-speed gearing for hill-climbing. Price \$90.  
No. 69.—53-in. Special Harv. Enam. Dropped bars. Price \$56.  
No. 70.—56-in. Royal Mail. Balls all over. Enamel. Cowhorn bars. Price \$80.  
No. 71.—52-in. Am. Safety. Price \$56.  
No. 76.—46-in. Stand. Col. Price \$25.  
No. 77.—55-in. Coventry Lt. R. Ball bearings. Cowhorn and straight bars. Price \$78.  
No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$50.  
No. 85.—54 in. Stand. Col. Enamel. Balls to front wheel. Price \$58.  
No. 90.—56-in. Victor. Enam. Balls all over. Prime cond. Big chance at \$90.  
No. 91.—54-in. Col. Exp. Enam. Dropped bars. Excellent cond. Price \$80.  
No. 92.—2-track Col. tricycle. Not ridden 50 miles. Lamp. Bargain at \$120.  
No. 93.—52-in. Col. Expt. '87. Balls all over. Full nickel. Cowhorn bars, grip pedals, spade handles. Cost complete \$144. Price \$110.  
No. 94.—2-track Col. tricycle. Shop worn. Never used. Good as new. Price \$120.  
No. 95.—3-track Victor tricycle. Price \$80.  
No. 101.—51-in. Am. Star. Enam. Price \$35.  
No. 103.—54-in. New Rapid, '87. Nickeled, with enamel wheels. Little ridden. Price \$110.  
No. 105.—56-in. G. & J. Challenge. Price \$45.  
No. 106.—48-in. Am. Lt. Champion, '87. Enam. Cowhorn bars. Balls all over. Little used. Lamp. Bargain at \$100.  
No. 107.—48-in. Am. Star. Nickel, with enam. wheels. Cowhorn bars. Price \$56.  
No. 110.—52 in. Exp. Col. Full nickel. Cowhorn bars. A fine chance at \$90.  
No. 111.—48 in. Col. Expt. Full nickel. Cowhorn bars. Prime cond. Only \$75.  
No. 112.—36 in. Kangaroo Safety. Price \$50.  
No. 114.—48-in. Special Star. Enam. Hollow frame. Balls to front wheel. Good as new. Price \$85.

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

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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.

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It secures a steady light upon the track.

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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.

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

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

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

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

Send 6 cents for samples of  
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lars showing how we can  
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The Celebrated  
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AND

## TANDEM.

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

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

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

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# 10-Mile Road Race,

AROUND DRUID LAKE, BALTIMORE,

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

## Won by the Maryland Bicycle Club Team,

ALL BUT ONE OF WHOM RODE

# NEW RAPID BICYCLES.

### POSITION AT FINISH.

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

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

# New Rapid Light Roadster,

IN THE MARVELLOUS TIME OF

## 30 Minutes 44 Seconds.

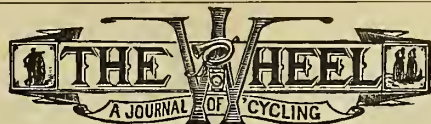
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## EDITORIAL.

The coming meeting of the Board of Officers should prove the most important executive meeting held since the organization of the League. After several years of turmoil, during which the real work of the League was apparently lost sight of, its legislators, directors and advisers seem to have gained a clearer view of its functions and management. The adjudication of the amateur question, the clearing out of dishonest or incompetent officeholders, and the tinkering of a crazy-quilt constitution and By-Laws no longer claim their attention. The League has grown marvelously; its revenues now run up into six figures, and its officers are to cut away from old methods and map out a new, progressive and active policy. We hope they will keep the question of roads' improvement prominently before them; with this as the main plank of their new platform, a membership of 20,000, at a very early day, is not improbable. If the State Division Treasurer's reports for the past year are searched, it will be found that two very important items of expense are, traveling expenses for officers, and printing expenses. By adopting a simple system, these semi-annual jaunts of Chief Consuls, Committeemen and others would be avoided. A three days' meet of Chief Consuls, once each year, should be sufficient to dispose of all official business. The "printing and postage items" can be much reduced by a free use of the official organ for public announcements, and by the substitution of cheap material for the present expensive corresponding paraphernalia used by almost every official in the League. The question as to whether a weekly League organ is necessary is one worthy of most careful consideration, as this has hitherto drained the League's exchequer. Certain it is, however, and we talk from experience, that no paper can ever show a profit which circulates 12,000 copies and yet has no subscription income; and if there has been a loss on a 12,000 per week circulation, how much greater will it be should the League have a membership of 15,000 next year. An official organ might be conducted at a profit were there about five times as many manufacturers in the country as there are.

An important matter to be considered at the approaching Board of Officers' meeting is the question of road racing; whether the League should interfere in the matter, and if so, how far it shall go in prohibitory legislation. We understand, from the official organ of the League, that the Racing Board recommended the League to take strong measures and expel from membership all those who persist in breaking the laws by racing on the highways. There is no doubt that road-racing does not help cycling, but it must certainly be patent to the League statesmen that a non-interference policy, for the present at least, would be a much wiser one than the formulation of penalties for road-racing. At present the League is not warranted in adopting the Racing Board's recommendation. We have not heard of any accidents, serious or otherwise, resulting from road competition, and the lay press has certainly made no complaint. Without stopping to consider whether the League has any right to govern the actions of clubs

and individuals on the road, and, if so, whether they could successfully carry out a policy of opposition, we wish to vividly impress on the minds of the members of the Board that the League has always thrived whenever there has been no fight on the tapis. The amateur question, with its many discussions pro and con, certainly divorced many men from the League. Since the trouble of January last, the League has been at peace, and it has rapidly increased in membership; and its members are loyal. The discussion of that old chestnut, "What is the League good for, anyway," is no longer heard when wheelmen congregate. And now comes the question of road-racing; when there is no question at all that need excite discussion or action. Of the League's twelve thousand members, a fair proportion either participate in or favor road-racing. To antagonize these would be to lose the support of many, and shake the loyalty of others; besides there is a vast body of members who are thoroughly tired of past imbroglis, and who simply want the League to mind its own business.

THE WHEEL plumes itself on the fact that it published "two weeks" before we did the news that a road race from Boston to Chicago was on the tapis. The Boston dailies got on to it despite our efforts to keep it back, and THE WHEEL got its news from that source and printed it just one week, not two, before we did. The enterprise should be credited to the Boston daily papers and not to THE WHEEL.—*Bicycling World*.

We did not get our information from the Boston dailies, but directly from a manager of one of the teams. We published a notice of the Boston-Chicago race containing all important details, and this was copied verbatim and without credit by either the Boston *Globe* or *Herald*. We still claim that we published the first notice of the race, as we usually do of everything else.

In a late copy of the *American Athlete*, Mr. John A. Wells makes a long editorial statement of his relations with Mr. Eugene M. Aaron. From a careful perusal of the same, and supposing Mr. Wells' statements to be true, he appears to have been more sinned against than sinning. To those who carefully watched the troubles developed in the League, it must have appeared that Wells aided and abetted Mr. Aaron in all his moves, if, indeed, he were not the originator of them. Mr. Wells' statement, however, places him in a new light, and we are very glad to publish Mr. Wells' announcement that he was sadly deceived, leaving our readers to judge of the probability of his statement from facts already in their possession.

"We know a Star rider who got himself into trouble by riding a crank machine. He jumped onto a friend's wheel, just to try it, and ran against a four-year-old child, knocking it down and running over its arm. He has been sued for \$5,000."—*Star Advocate*.

We are not particularly given to minding other people's business, but we think we see the cause of Editor Corson's non-progress in the above paragraph, which is but a mild sample of many that appear in the *Star Advocate*. For three years, Editor Corson has hammered down the crank and hammered up the Star, and his paper is as bright and newsy and prosperous looking to-day as it was the first month of its existence. Now, if Editor Corson would confine his energy and talent to "booming" the Star, and let the crank severely alone, he might fare better. Editor Corson should not forget that the Star and Crank interests are closely allied, and that if he should attract crank readers to his paper, by even slightly catering to their interests, he might be able to convert them. As it is, no crank rider will ever read his paper, with the result that it only reaches men who already ride Stars, and is therefore useless as a proselytizing medium.

## LADIES' NORTH SHORE TOUR.

The third annual Ladies' North Shore tricycle tour left Malden, Mass., on Thursday last. The following is the roster of the tourists: W. W. Stall and wife, Boston; Abbot Bassett and wife, Chelsea. Charles Hopkins and wife, Malden; the Misses Kirkwood, Maplewood; F. A. Raisbeck, New York; Adelaide Raisbeck, New York; A. F. Linnell and wife, Boston; A. F. Wyman and wife, New Bedford; William Shakespere and wife, Waltham; W. H. Gilbert and wife, Waltham; Elliott Mason and wife, New York; H. L. Spencer, Pawtucket; Miss S. G. Howard, Wellington; F. L. Gage, Boston; Miss Penniman, Boston; R. M. Southwell and wife, Chelsea;

Miss Mary Noyes, Lynn; Mrs. Waters, Lynn; W. A. Corey and wife, Malden; J. G. McArthur and wife, Malden; Dr. and Mrs. J. Rust Green and Mr. J. B. Stewart accompanied the tourists to Beverly.

Miss Noyes and Mrs. Waters of Lynn joined the party here. The run to Beverly was taken by a circuitous route, giving the party an opportunity to see the highways and byways for which this part of New England is famed. This part of the spin embraced 16½ miles, and was accomplished by 1 P. M. At Beverly they were met by John Woods, who escorted the party to the Trafton House, where dinner was dispatched in short order.

The start from Beverly for Gloucester was at 2:35. Mr. and Mrs. Elliott Mason, of the Citizens' Bicycle Club of New York, were the first to reach Sawyer's hill. Neither showed any signs of fatigue and Mrs. Mason is enjoying the run immensely. They pronounced the roads from Boston to be in a fine condition. Five minutes behind the Masons came Mr. and Mrs. William Shakespere, who also seemed to enjoy their ride hugely.

Twenty minutes later, the rest of the party came wheeling along in a bunch. None tried to climb the hill, the party being a little tired. They arrived in Gloucester a little after dusk and proceeded to the Pavilion Hotel, where they remained for the night. The programme for the remainder of the tour was as follows:

Friday, October 7.—Start at 9 A. M.; Gloucester to Gloucester, around Cape Ann; the whole day will be given to this trip, and a picnic lunch will be served on the rocks at Pigeon Cove; six o'clock dinner and lodging at Pavilion; ride of second day, 17 miles.

Saturday, October 8.—Start at 9 A. M. Ride to Magnolia (4¼ miles) and visit Rafe's Chasm, Norman's Woe, etc. Dinner at Willow Cottage. Start at 2 P. M. and ride to Salem (13½ miles). Supper and lodging at Essex House. Ride of third day, 17½ miles.

Sunday, October 9.—Leave Essex House at 9 A. M. Ride to Marblehead Neck and to Nahant, stopping a short time at each place. Dinner at Nahant, 12 M. The homeward run to suit the pleasure of the party. Ride of fourth day (to Nahant), 10 miles.

## WISCONSIN WHEELMEN.

Seventy-five members of the Wisconsin Division League of American Wheelmen sat down to a banquet at the Hotel Windsor on October 7th. Of these sixty were members of the Milwaukee Club, the others being from out of town, including B. B. Ayers of Chicago; Frank Grout of Wausau; Jay Hinmen and J. D. Wilder of Oshkosh; M. Bloedel of Sheboygan; F. J. Hopkins, H. Van Arsdale, John W. Knight and G. Rogers of Racine; E. H. Page, Waukesha. Frank Bloodgood, president of the division, presided at the banquet. After the repast, impromptu speeches were made by several of those present, the affair continuing until a late hour.

At 1:30 o'clock in the afternoon the wheelmen started in a parade from the Hotel Windsor, stopping at the Exposition, where their pictures were taken in a body. The line of parade was then taken up Grand avenue and over to Best's brewery, where a stop was made. Then a run was made to Whitefish bay where they dismounted, returning in the evening and visiting the Exposition in a body previous to the banquet. At 7:30 A. M. on the 9th a start was made for Waukesha where dinner was taken, after which they rode to Delafield to pass the night.—*Milwaukee Sentinel*.

## DORCHESTER, MASS., WHEELMEN.

The Dorchester Bicycle Club opened its new rooms on Adams street, Harrison square, Wednesday evening, Oct. 4th. The club is now situated in as cosy rooms as any club in the vicinity. The rooms are four in number, reception room, 20x25 feet; billiard and pool room 25 feet square; parlor, 20x25 feet, all on one floor; gymnasium and machine room in the basement. The rooms are easily reached by steam or horse cars.

Wednesday evening being the first meeting held in the club's new home, President Haynes introduced the members to their surroundings. Club races for Saturday, Oct. 15, over one of the Dorchester Club courses were announced for the following distances:—One mile, five-mile handicap, five or seven miles, and 15 miles for the club championship. The club team for the Eastern Road Racing Association races of next Saturday was announced as Doane, Benson and Longstreet. It was voted to admit associate members, the fees and dues to be the same as for active members,



## ROAD RACING AT BALTIMORE.

## TEN-MILE RACE FOR THE CITIZENS' CUP.

The summary of the race reported by our Baltimore correspondent is as follows:

## MARYLAND.

Names.	Finish.	Points.
Griscom.....	3	13
Whittingham.....	2	14
Bartlett.....	5	11
Shriver.....	13	3
Le Cato.....	8	8

Club's total, 49 points.

## RAMBLER.

Names.	Finish.	Points.
Eberman.....	10	6
Kingsland.....	1	15
Hoover.....	*	—
Clotworthy.....	7	9
Warrington.....	*	—

\*Did not finish. Club's total, 30 points.

## BALTIMORE.

Names.	Finish.	Points.
Pope.....	4	12
Brown.....	6	10
Eisenbrandt.....	12	4
Worthington.....	11	5
Tyler.....	9	7

Club's total, 38 points.

The time made by the leaders in their respective clubs was as follows:

Kingsland.....	Rambler.....	30m. 44s.
Whittingham.....	Maryland.....	31m. 3 1-5s.
Griscom.....		
Pope.....	Baltimore.....	32m. 30s.

The judges were Messrs. Robert C. Hall and E. P. Hayden; Starter, S. T. Clark; Timer, Mr. Canfield; Scorers, Messrs. Abbott, Barrington, Mealey, Norris and Jones.

## ELIZABETH WHEELMEN'S ROAD RACE.

The ten-mile road race of the Elizabeth Wheelmen on Saturday last over the Irvington course took place at four o'clock. The road was quite dusty, and the weather was very warm, but the sun was fortunately clouded when the race was in progress. The arrangements for the race were under the direction of D. B. Bonnett, of the race committee, who started the men as follows:

W. Chandler, 4:05 P. M., (ten minutes' start); Berry, 4:05 P. M., (ten minutes' start); Gilbert, 4:09 P. M., (5½ minutes' start); W. H. Caldwell, 4:15 P. M., (scratch); L. B. Bowman, 4:15 P. M., (scratch).

The men started well, and all rode to the finish, excepting Chandler, who unfortunately broke a spring on his Star machine before he had gone far, thus throwing him out of the race.

The finish was as follows: Berry, 4:44:44; Gilbert, 4:51:14; Bonnett, 4:52:57; Caldwell, 4:52:17½; Bowman, 4:55:27.

The positions of the contestants in point of actual time were:

1. Caldwell, 37 minutes, 17½ seconds; 2. Bowman, 38 minutes, 28 seconds; 3. Berry, 39 minutes, 44 seconds; 4. Gilbert, 41 minutes, 44 seconds; 5. Bonnett, 41 minutes, 57 seconds.

## EASTERN ROAD CLUB'S ROAD RACE AT BOSTON.

About 150 wheelmen assembled on the hill on Beacon street, backing Chestnut hill reservoir, Saturday afternoon, to witness the second road race of the Eastern Road Club Racing Association. Representatives of the Cambridge, Dorchester, Chelsea, East Cambridge, Cambridgeport, Suffolk, Nonantum, Boston and of nearly every other local club of any prominence were present.

The Eastern Road Club Association is composed of about ten of the strongest local clubs, each of which several months ago contributed a sum toward the purchase of a handsome silver cup, which trophy in order to be retained by any one club must be won three times. In the first race, which took place June 11, the cup was secured by the Dorchester Club.

The course raced over yesterday, a distance of 25 miles, was as follows: Hammond street, left; Ward, left; Centre, right; Beacon, left; Woodward, Lincoln, left; Walnut, through Newtonville, continuing on to left; Craft, right; High left; Moody, left; Derby, right; Cherry, right; River, left; Auburndale, avenue, Lexington, left; Walcott, Webster, left; Waltham, right; Craft, left; Washington, left; Adams, left; Watertown, right; Craft

and repeat, finishing in front of Nonantum Club rooms in Newtonville.

The following riders, V. S. Doane, A. Benson and J. Longstreet, representing the Dorchester club, Fred Woodman, R. G. Beasley, E. A. Phe-mister the Chelsea; H. L. Caldwell, Frank Carmen and Ed. Himeon the Cambridgeport, and W. A. Locke the Suffolk, started.

After one unsuccessful attempt, R. E. Burnett, the starter, sent off the men at 2:08:30 o'clock. The men went off in good form, Woodman leading, followed by Benson and Himeon, with the rest bunched. After the contestants had crossed the line, the cycling spectators mounted their wheels and rapidly rode to Newton Centre in order to intercept the racers as they passed through. At this point Benson was first, with Doane a close second and Woodman near at hand. Wheels were again mounted, and everybody proceeded helter skelter to Newtonville, the next point at which the racers would be checked. After a short wait of about ten minutes the racers hove in sight, Himeon leading, Carmen second and Caldwell third, Phe-mister bringing up the rear.

Leaving Newtonville, the racers proceeded on the first circuit of a nine-mile course. At the corner of Craft and Walnut streets, the completion of the first round, Beasley led, followed by Doane and Codman. Caldwell, who had pluckily started, despite severe bruises sustained in a recent practice spin, at this point dropped out, completely exhausted, and was cared for by his fellow-clubmen. The racers were now on their last lap, and the cyclists assembled before the rooms of the Nonantum Club, the finishing point, and eagerly awaited the result. As the first man appeared a cheer went up from the expectant crowd, followed by a cry of "What's the matter with Cambridgeport?" when the person of Carmen was recognized. Beasley, of the Chelsea Club, who but for the slipping of his pedal might have finished first, came in second, and received his share of the applause. Doane, the third in, followed close on Beasley. The remainder finished in the following order. Himeon, Benson, Woodman, Phe-mister and Longstreet. By the result Chelsea scores 18 points, taking first place, while Dorchester and Cambridgeport tie with seventeen points each. Carmen's performance on a full roadster Expert Columbia stamps him as one of the coming road racers.

The officers were: Mr. Haynes, C. E. Walker, A. Gould, judges; A. K. Child, referee; C. W. Fourdrinier, R. E. Bellows, timers; R. E. Burnett, starter.

## A NEW CLUB IN BROOKLYN.

BROOKLYN, Oct. 11, 1887.

Dear WHEEL:—I take pleasure in informing you that a new club has been born in the city of churches. Its pedigree was as follows:

One sunny day in September, a happy party of wheelmen took a run to Hempstead, L. I. It was a perfect day for riding, and all were in the best of spirits; our wheels seemed unusually willing to fly along. Here and there were scattered the crimson Autumn leaves, which seemed to laugh as the swift wheels twirled through them.

All went well until our friend Oscar sampled the real estate in this locality on his hands and knees. But with a hearty laugh all around, and then with an agile spring our fallen hero was again astride his steed and off we were.

Arriving at Hempstead we ordered a good dinner, to which you may be sure we did full justice. We then took our postprandial segars and went for a stroll. Amidst our rambling conversation, our friend Walter suggested that we form ourselves into a club. As most of us did not belong to any club, his suggestion seemed to touch a magic spring, and immediately we were enthusiastically shaking hands over the new project. After a pleasant run we arrived home, having made arrangements to meet and further discuss the matter. On the appointed evening all were there and the meeting was called to order. Papers were drawn up and other business attended to.

At our next meeting we elected the following gentlemen as officers: President, Oscar Knapp; Vice-President, Fred Miller; Secretary, P. Finn; Treasurer, Fred W. Weaver; Captain, Mr. William Finn; Lieutenant, Walter Stanton; Bugler, Edward Drew.

The first formal run of the club was taken October 6. Arriving at Yonkers, a sumptuous dinner was partaken and a rapid run made home. The club has been named after much discussion, the Universal Cycling Club.

F. W.

## POUGHKEEPSIE RACE MEET.

After a postponement from Saturday, October 1, to Thursday last, October 6, the Bicycle Club's races came off with *clat* at the Driving Park. There was a "large and brilliant" attendance, two thousand ladies and gentlemen being present. Besides these, the quarter-stretch was lined with private equipages, pretty well occupied with sightseers, and a Tally Ho made a picturesque *ensemble*. There was also sweet music discoursed by Scofield's Twenty-first Regiment Band.

The officers of the day were: Referee, G. R. Bidwell, New York; Judges, I. R. Adriance, H. W. Drulland and C. F. Cossum, Poughkeepsie; Scorers, G. L. Sterling and F. J. Schwartz, Poughkeepsie; Clerks of Course, W. H. Ulrich, Yonkers, and W. P. Booth, Poughkeepsie; Starter, F. J. Schwartz; Timers: D. B. Henington, T. Ransom, Norman Wright and H. N. Bain.

## SUMMARY OF RACES:

ONE MILE NOVICES.—G. J. Whitehead, Hartford, 3:07½; F. St. John, Poughkeepsie, 3:10½; there were nine other starters.

ONE MILE SCRATCH.—C. E. Kluge, Jersey City, 2:51; H. L. Burdick, Albany, 2:52; T. W. Roberts, Poughkeepsie, 3:0; C. E. Stenken, Jersey City, 3:0.

ONE MILE 3:20 CLASS.—G. I. Whitehead, Hartford, 3:07½; H. Vonderlinden, Poughkeepsie, 3:09; D. G. Holbrook, Yonkers, 3d.

TWO MILES HANDICAP.—T. W. Roberts, 125 yards, 6:06½; G. J. Whitehead, 225 yards, 6:07½; A. F. Edmans, Troy, 100 yards, 3; G. L. Sterling, Poughkeepsie, 175 yards, 0; H. J. Hall, Jr., Brooklyn, 100 yards, 0; E. P. Baggott, Jersey City, 125 yards.

ONE MILE, POUGHKEEPSIE CLUB CHAMPIONSHIP.—W. H. Irish, 3:18; W. H. Boshart, 3:19½; W. Heath, 3d.

ONE-HALF MILE SCRATCH.—H. L. Burdick, 1:24½; C. E. Stenken, 1:25; C. E. Kluge, 3d.

TWO MILES, DUTCHESS COUNTY CHAMPIONSHIP.—T. W. Roberts, 6:53½; H. Vonderlinden, 6:54½; G. H. Sterling, 3d; H. H. Jones, Poughkeepsie, 4th.

FIVE MILES LAP RACE.—C. E. Kluge, eighteen points, 17:14½; H. L. Burdick, ten points, 17:54; A. F. Edmans, 3d; H. J. Hall, Jr., 4th.

ONE MILE TEAM RACE.—Yonkers Bicycle Club walked over; time, 3:21½.

ONE MILE CONSOLATION.—E. P. Baggott, 3:06½; H. J. Hall, Jr., 3:11.

## WHEELING AT PITTSBURG, PA.

In connection with the Interstate Fair, the following events were run off October 3, before a very large audience. Summary:

ONE MILE NOVICES.—S. A. Jessop, 3:20; E. C. Stiefel, 2d.

HALF MILE OPEN.—P. J. Berlo, Boston, 1:27; W. I. Wilhelm, Reading, 2d.

ONE MILE, 3:10 CLASS.—A. C. Banker, 3:22; R. A. George, 2d.

HALF MILE BOYS UNDER SIXTEEN.—L. Fleming, 1:55; J. A. Brice, 2d.

TWO MILES LAP RACE.—P. J. Berlo, 8:12¼; C. A. Stenken, 2d.

HALF MILE, KEYSTONE CLUB CHAMPIONSHIP.—E. C. Stiefel, 1:45; C. M. Clarke, 2d.

ONE MILE HANDICAP.—W. D. Banker, 125 yards, 1st; no time; F. G. Leny, 2d.

ONE MILE TANDEM TRICYCLE.—H. E. Bidwell and J. P. Coleman, 4:01½.

ONE MILE OPEN.—W. I. Wilhelm, 3:10½; P. J. Berlo, 2d.

TWO MILES 6:30 CLASS.—F. G. Leny, 7:47; A. C. Banker, 2d.

HALF MILE HANDICAP.—C. A. Stenken, scratch, 1:27; P. J. Berlo, scratch, 2d.

HALF MILE ALLEGHENY CYCLER'S CHAMPIONSHIP.—A. C. Banker, 1:38; R. A. George, 2d; F. G. Leny, 3d.

FIVE MILES L. A. W. STATE CHAMPIONSHIP.—W. I. Wilhelm, 18:03¼; A. C. Banker, 2d.

HALF MILE PITTSBURGH WHEELMEN'S CHAMPIONSHIP.—G. A. Scott, 1:43½; E. C. Stiefel, 2d.

ONE MILE, 3:00 CLASS.—W. D. Banker, 3:23; A. C. Banker, 2d.

ONE MILE CONSOLATION.—J. W. McGrady, 1st; H. W. Fairfield, 2d.

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

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## ENGLISH BICYCLE RECORDS.

## TWENTY-EIGHT TO FIFTY MILES.

On September 24th, C. Potter won the Surrey B. C.'s fifty-mile race, beating record from twenty-eight to fifty miles. Mr. Potter's times were as follows:

			MILE TIMES. PREVIOUS BEST.					
M.S.	H.	M.	S.	M.	S.	H.	M.	S.
28	I	27	52	3-5....	3	9	2-5....	I 27 55 4-5
29	I	31	3	4-5....	3	11	1-5....	I 31 9 3-5
30	I	34	18	3-5....	3	14	4-5....	I 34 22 3-5
31	I	37	34	1-5....	3	15	3-5....	I 37 38 3-5
32	I	40	49	1-5....	3	15	....	I 41 2 4-5
33	I	44	1	1-5....	3	12	....	I 44 20 1-5
34	I	47	15	3-5....	3	14	2-5....	I 47 21 3-5
35	I	50	37	4-5....	3	12	1-5....	I 51 6 4-5
36	I	53	58	....	3	21	1-5....	I 54 20 2-5
37	I	57	16	....	2	18	....	I 57 58 1-5
38	2	0	37	2-5....	3	21	2-5....	2 1 18 3-5
39	2	3	56	2-5....	3	19	....	2 4 36 4-5
40	2	7	16	1-5....	3	19	4-5....	2 7 48 3-5
41	2	10	35	2-5....	3	19	1-5....	2 11 9 4-5
42	2	13	54	1-5....	3	18	4-5 ....	2 14 28 2-5
43	2	17	15	1-5....	2	21	....	2 17 49 4-5
44	2	20	37	3-5....	3	22	2 5....	2 21 14 1-5
45	2	24	1	....	3	23	2-5....	2 24 28 2-5
46	2	27	20	2-5....	3	19	2-5....	2 27 53 2 5
47	2	30	51	3-5....	3	31	1-5....	2 31 13 1-5
48	2	34	5	2-5....	3	13	4-5....	2 34 44 3-5
49	2	87	22	3-5....	3	17	1-5....	2 38 17
50	2	40	33	2-5....	3	10	4-5....	2 41 40 3-5

## TRACK RECORD BREAKING.

## PROFESSIONAL RECORDS FROM FIFTY TO SIXTY-FIVE MILES.

S. P. Hollingsworth, of Russiaville, Ind., and Asa Windle, of Lynn, both members of the Columbia team, started in a hundred mile race at the Lynn track, on Wednesday, Oct. 5th. The prize was for a purse of \$75 offered by the Pope Mfg. Co. and the intention of the riders was to surpass Dingley's records made on September 22nd.

The officials were as follows:—timers, E. E. Merrill, Boston; C. E. Whitten and W. F. Allen, Lynn; judges, G. L. Lyons, Lynn; W. S. Doane, Boston; F. W. Goodwin, Lynn; referee, C. W. Fourdrinier of *Bicycling World*; starter, W. J. Corcoran, Boston.

Windle dropped out at three miles, and Hollingsworth stopped at sixty-six miles, being very much exhausted. Pace was made from the third mile to the finish by Rowe, Crocker and McCurdy.

Hollingsworth established new professional world's records from fifty-one to sixty-five miles, supplanting Dingley's records. In comparing Hollingsworth's and Dingley's efforts, it must be remembered that Hollingsworth dropped at sixty-six miles, while Dingley's records were made in a hundred mile ride. Hollingsworth's record times were as follows:

MILES.	DINGLEY	HOLLINGSWORTH.
51	2 45 58 1-5	2 43 11 2-5
52	2 49 17 4-5	2 47 3 4-5
53	2 52 50	2 50 50
54	2 56 14 3-5	2 54 27 3-5
55	2 59 35 3-5	2 57 59 2-5
56	3 02 59 2-5	3 1 32 4-5
57	3 06 26 2-5	3 5 5 4-5
58	3 09 57 2-5	3 8 34 1-5
59	3 13 21 2-5	3 12 9 1-3
60	3 16 42 1-5	3 15 54
61	3 20 09	3 19 27
62	3 23 46 2-5	3 23
63	3 27 21 2-5	3 26 36
64	3 30 48	3 30 24 3-5
65	3 34 13	3 34 11 1-5

## WHEELING AT DENNISVILLE, N. J.

A large crowd attended the Dennisville Wheelmen's race meet, held on October 8. Summary of events.

ONE MILE NOVICES.—Howard Ludlow, So. Dennisville, 3:13 2-5; Gilbert Smith, Goshen, N. Y., 3:15.

HALF MILE DASH.—L. A. Howell, Milville, 1:32; C. S. Stevens, Melville, 1:37.

HALF MILE CHAMPIONSHIP, CAPE MAY COUNTY.—W. E. Young, Dennisville, 1:31; Howard Ludlow, of So. Dennisville, 1:40.

ONE MILE OPEN.—L. A. Howell, 3:35 1-5; C. S. Stevens, 3:39.

ONE MILE CHAMPIONSHIP, CAPE MAY COUNTY.—F. W. James, 3:06 2-5; H. Ludlow, 2d.

HALF MILE WITHOUT HANDS.—W. E. Young, 1:47; R. Warwick, 2d.

## FURNIVALL BREAKS RECORDS.

On Thursday, September 22nd, at the Surbiton track, the fifth annual championship of the Beretta Club was successfully held. As Furnivall began to beat records at 10 miles, on the conclusion of the race, which was 20 miles, he still went on, breaking every record from 11 to 25 miles, with the exception of the 18th mile, which fell to M. V. Cassal, who exhibited unexpected pace.

The race really lay between Furnivall and Cassal, the former winning, Belding and Herring being lapped several times, the later retiring.

The distance ridden in the hour was 20 miles 675 yds., beating the previous record by 15 yds. C. P. Coleman, C. H. Larrette, and E. R. Shipton took the times. R. T. Cassal judged.

FURNIVALL'S RECORDS			PREVIOUS BEST.		
M.S.	M.	S.	M.S.	RIDER.	M. S.
11	32	73-5	11	J. E. Fenlon	32 16 3-5
12	35	42-5	12	R. English	35 15
13	38	24-5	13	J. E. Fenlon	38 12 3-5
14	41	31-5	14	"	41 8 3-5
15	43	59 3-5	15	"	44 5 4-5
16	46	55 1-5	16	"	47 7 2-5
17	49	55 1-5	17	"	50 11 2-5
18	Cassal	52 53 2-5	18	"	53 11 4 5
19	55	50 1-5	19	R. English	56 15
20	58	50 3-5	20	"	59 6 3-5
21	61	50 1-5	21	J. E. Fenlon	62 27 3-5
22	64	51 1-5	22	"	65 31 3-5
23	67	51 2-5	23	"	68 35 1-5
24	70	52	24	"	71 40 1-5
25	73	49 3-5	25	"	74 38

## ENGLISH TRICYCLE RECORD.

A. L. Bower cut the English amateur tricycle records from 26 to 50 miles at Crystal Palace on September 26. Mr. Bower rode 18 miles 55 yards in one hour, and 35 miles 527 yards in two hours.

The newly established records are as follows:

A. L. BOWER.			PREVIOUS RECORD.		
M.S.	H. M.	S.	H. M.	S.	
26	1 26	22 1-5	1 34	1	
27	1 30	38 4-5	1 37	56 1/4	
28	1 34	14 4-5	1 42	39 1/4	
29	1 37	29 1-5	1 46	29 1/2	
30	1 40	51 2-5	1 50	43 1/2	
31	1 44	16 4-5	1 54	48	
32	1 47	48	1 58	54 1/2	
33	1 51	18 1-5	2 3	12 1/2	
34	1 54	54 1-5	2 7	40 1/4	
35	1 58	24 2-5	2 13	7 1/4	
36	2 1	55 4-5	2 16	47 1/4	
37	2 5	49 3-5	2 20	28	
38	2 9	11 3-5	2 24	9	
39	2 12	30 4-5	2 27	58 1/4	
40	2 15	54 2-5	2 31	57 1/2	
41	2 19	23 1-5	2 36	22	
42	2 23	2 1-5	2 40	21 1/2	
43	2 26	28	2 44	4 1/2	
44	2 30	5 1-5	2 47	56	
45	2 33	28 4-5	2 52	25 1/4	
46	2 36	47 1-5	2 56	21	
47	2 40	5 3-5	3 0	3 1/4	
48	2 43	28 3-5	3 3	55	
49	2 46	50 3-5	3 7	43	
50	2 50	9 3-5	3 11	15	

## BICYCLING AT QUEENS, LONG ISLAND.

QUEENS AMATEUR ATHLETIC ASSOCIATION GROUNDS, QUEENS, L. I. October 8, 1887.

The Bicycling events of the Brooklyn Bicycle Club, and the Queens A. A. open races, were decided on Saturday afternoon, at the Queens Amateur Athletic Association Grounds, at Queens, L. I.

BROOKLYN BICYCLE CLUB'S ONE MILE NOVICE RACE.—Wm. S. M. Mead, 1; Wm. J. Kenmore, Jr., 2; C. N. Neil, 3; time, 3:36 3-5.

ONE MILE NOVICE OPEN.—First Heat: Wm. S. M. Mead, Brooklyn B. C., 1; Roy Burton, Illderan B. C., 2; J. W. Magee, Morris Iark Wheelmen, 3; C. W. Neil, Brooklyn B. C., 4; time, 3:27 1-5.

Second Heat.—Harold Quartrop, Morris Park Wheelmen, 1; Wm. J. Kenmore, Jr., Brooklyn Bicycle Club, 2; O. R. Yarrington, Sayville, L. I., 3; time, 3:37 2-5.

Final Heat.—Wm. S. M. Mead, B. B. C., 1; Roy Burton, I. B. C., 2; Wm. J. Kenmore, Jr., B. B. C., 3; H. Quartrop, M. P. W., 4; time, 3:32 1-5.

BROOKLYN BICYCLE CLUB'S ONE MILE CHAMPIONSHIP.—G. E. D. Todd, 1; Wm. S. M. Mead,

2; N. F. Waters, 3; F. B. Hawkins, 4; time, 3:25 1/2.

ONE MILE HANDICAP.—Harold Quartrop, M. P. W. 150 yards start, 1; Roy Burton, I. B. C., 150 yards start, 2; N. F. Waters, B. B. C. 80 yards start, 3; G. E. D. Todd, B. B. C., scratch, 4; time, 3:21.

QUEENS A. A. TWO MILE HANDICAP.—Newton F. Waters, Brooklyn B. C., 140 yards start, 1; G. E. D. Todd, Brooklyn B. C., scratch, 2; F. B. Hawkins, Brooklyn B. C., 45 yards start, 0; time, 7:14.

## CONCERNING A TOURIST'S LIFE.

DEAR WHEEL: When I set out, some six weeks since, I carried with me nothing but touring wear, and since I sprained my knee and have been unable to ride much I have found the Capital uniform so convenient and comfortable for general traveling that I have donned no other clothes. But for a sedate man of science who has never thought of his apparel and has perhaps been a little spoiled by the respect and deference of his students, it is a new experience to be looked at—stared at—for his clothes.

It was all very well, when I was in the vicinity of the racing meets, to overhear people discussing the probability of "that fellow's" getting there in three minutes, or to smile when some one said, "His legs is too short. He's no good;" or, "Just look at them calves;" and it was pleasant to meet an old friend from Montreal, who greeted me with "Glad to see you are a capitalist;" and scarcely more than comical when a prosperous-looking Jew made way for me in a crowded street-car and whispered, "I always like to have capital near me." But when I reached Dayton and found that the only two attractions in that little country town were the Salvation Army and myself, and that on the street I was a source of as much amusement as the kettles and drums and open-air singing, I came very near retreating.

In Cincinnati, in Indianapolis, and in this magnificent city (which is magnificent, Mr. Editor, notwithstanding the sayings of some Eastern people) everything is different. The uniform is evidently unknown here, but I am passed upon the crowded thoroughfares with only a glance, and then such a well-bred, straight-ahead look as, for its sterling self-sacrifice, challenges admiration. Wheelmen step up and introduce themselves, with a welcome to their city, and I only regret that my time is too limited to allow acceptance of their many proffered hospitalities. Cincinnati and Chicago are smoky beyond description, and one must come in about every hour to wash the soot off his face, but between the washings no more well-bred people live.

The colored waiters, however, seem to exercise some caution about seating me with well-regulated guests, and I am generally placed at a table with "odds and ends" of people. At dinner to-day, of the men at my table, one sat down with a flourish and immediately began making such extended use of his handkerchief as might have been well enough if he had been alone; another thrust his hands to the bottom of his trousers' pockets while ordering his dinner, and soon began eating a mixture of soup and crumbled bread with a noise that reminded me strongly of a pet calf of my boyhood days, his head immersed to the eyes in a pail of milk; while another brought a dime novel to the table and imbibed as much trash as the time would allow; and a fourth, a totally unsophisticated stranger, wondered "what on earth they thought he was goin' to do with so many knives, forks and spoons," told the waiter to "never mind the paper, but hustle in some dinner," and, after it was over, followed me to the cigar stand, bought some cigarettes, which he evidently knew little about, tried to cut off an end as he saw me doing with a cigar, and then letting it fall to the floor, picked it up, lighted it awkwardly enough, and looked anxiously around to see "what next." Some of these things seem ludicrous enough when you experience them, and, made up of touring experiences, a wheelman's life is quite a happy one.

I am off for Detroit and Cleveland in an hour, and don't just know whence you will hear from me next.

Yours truly, C. H. K.

Palmer House, Chicago, October 10, 1887.

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



## WHEEL GOSSIP

The Englishmen are hard at work breaking records.

Kluge signalized his re-entree into amateurism by a couple of wins at Poughkeepsie.

The Victor Team is at Clarksville, Mo., with the intention of slaughtering the road records.

The Columbia Team are at Atlanta, Ga., attending the meet announced for October 13, 14 and 15.

Free Lance sends us a description of the Ripley Road, the favorite rendezvous of London wheelmen.

Mitchell, Dak., with a population of 5,000, has thirty wheelmen. The prairie roads are smooth and hard.

The New Orleans clubs enjoy "sugar-cane eats." If you want to know what they are, read New Orleans gossip.

Mr. W. C. Herring, of the N. Y. Bicycle Club was a competitor in the Beretta Club's twenty mile race run September 22nd.

Furnivall, who was never credited with much stamina, has upset the talent by beating the hour and twenty-five miles bicycling records.

Albany, N. Y., October 8, at Ridgfield Driving Park. One-half mile bicycle race. William Taylor, 1:31 1-5; George Dawson, 1:31 2-5.

We have not stated that wheeling was a cure for varicose veins. On the contrary, we believe wheeling would be injurious to any one so affected.

A stained glass window has been discovered in an old English church, on which is represented an angel astride an old-fashioned form of bicycle.

One-mile Eaton County Championship, decided at Fair Grounds, Charlotte, Mich., October 6th. C. E. Norton, 3:38 1/2; Robert Eakes, 2nd; Frank Harmon, 3rd.

At the Mechanics Fair, now being held in Boston, the Pope Mfg. Co. have an attractive exhibit of both bicycles and tricycles. W. W. Stall also has an exhibit.

Messrs. W. G. Kendall and W. B. Everett have presented an elegant photograph album to the Boston Club. The photos were the work of "Doc" Kendall.

The races of the Brooklyn B. Club, which were to have occurred on Saturday last, at Queens, L. I., were postponed on account of the rain until Saturday next, at 3 p. m.

The Kings County Parade was the best ever held by that club. There is a great deal of feeling over the refusal of the Long Island Wheelmen to take part in the parade.

The Cunard Cycle Co., which recently tried to float \$250,000 worth of stocks, has gone up and its affairs have been put into the hands of a receiver. "Like master, like man."

The twenty four hours' tandem road record has been raised to 259 miles, by Messrs. Brown and Goulding, of the North London Tricycle Club. The date of this performance was September 20th.

On Monday last, J. F. Midgeley rode Corey Hill on a Springfield Roadster, in 3m. 14 2-5s., beating record by three seconds. G. M. Worden, of this city, also rode the hill, though dressed in street attire.

The fastest ten-mile road race ever ridden was that decided at Baltimore. The time of the first three men was as follows: 30:44; 31:03 1-5; 31:03 2-5. The first five men in the race rode New Rapid wheels.

W. B. Page, a Philadelphia wheelman, has beaten all records for running high jump, having cleared the bar at 6 feet 4 inches at Philadelphia, on Friday last. Page is the most phenomenal leaper on the planet.

It is rumored that a certain type of rear-driving Safety will be fitted with two iron rods which, upon action on a handle, will drop to the ground and support the wheel in an upright position when at rest.

E. J. Halstead, Harlem Wheelmen, won the two miles handicap, decided at the New York Athletic Club games on Saturday last; handicap, 150 yards; time, 7:14 2-5; E. C. Parker, Harlem Wheelmen, 150 yards, second.

The Pope Manufacturing Company has pre-

sented Editor Fourdrinier of the Bicycling World with a check for \$50, as a contribution toward meeting that paper's loss in the projection of the 1,000-mile road race.

HUDSON COUNTY WHEELMEN'S ROAD RACE.—This club held a ten-mile road race over the Irvington-Milburn course, on Saturday, October 8. C. A. Stenken won in the fast time of 34:03, record for the course; C. E. Kluge, 2d; E. P. Baggot, 3d.

The Atlanta Wheelmen's new club rooms, situated in the North Ward National Bank, Newark, N. J., are pleasantly and completely furnished. Their opening on the 29th ult. was attended by a number of wheelmen, who were pleased with the club's new quarters.

Wilmington, Del., Warren Athletic Sports, October 8. One-mile bicycle race.—H. B. Schwartz, Reading, Pa., 3:01 4-5; F. M. Dampman, Honeybrook, Pa., 2nd. Two-mile bicycle race.—H. B. Schwartz, scratch, 6:45; F. McDaniels, handicap not given, 2nd.

Arthur Munson, the "Stamson" and "Solitary Club," of Stamford, Conn., is writing a pamphlet of "Hints to Prospective Cycling Tourists in England and Wales." It will contain all that is necessary for a man to know in order to tour cheaply, intelligently and pleasurably in those countries.

C. H. K. tells us this week of the decline of the wheel in Columbus, Ohio, and compares it with the advancement of wheeling in Pittsburg. We shall ask our manufacturers and importers to glance over C. H. K.'s letter, and note whether his reasons for the case of Columbus' decline and Pittsburg's advancement are correct or otherwise.

Some of our enterprising manufacturers should build a yacht to defend the America cup in 1888. The cost of building a first-class yacht, and the total expenses of the race, would be not more than \$50,000, and after the contest, the vessel could be sold for \$40,000. For \$10,000 the sport and the maker would get unlimited advertising.

Mr. R. P. Gormully, of the Gormully and Jeffery Mfg. Co., was in town this week, leaving on Monday last for Chicago. Mr. Gormully reports prosperous business for 1887. He seemed to regret the falling through of the Boston-Chicago road race, which he thinks would have aroused a deal of public interest in wheeling.

Whatever may be said of the "American Team," they seem to have captured both the English press men and the English public. The fact that they are favorably received everywhere speaks volumes for their behavior both on and off the path, and should put a quietus on such American journals as have tried to belittle them.

The *Bicycling News* is correct in stating that a road race was held in this country, at which a twenty-miles stretch of railway and an open train were used as a movable grand stand. This innovation is to be credited to Atlanta, Ga.; so our New Orleans correspondent writes. The *B. N.* will consider us as having "taken water."

The annual 10-mile race of the Wakefield, Mass., Bicycle Club will take place Saturday afternoon, Oct. 22, over the following course: From Rodney down Main street to Water, to New Salem, to Salem, to Lowell, to Vernon, Court, Cordis, Swetser, Main, Church, north side of Main to Rock, and over the same course again, then to Albion.

We have never had the pleasure of meeting the editor of THE WHEEL, but we fancy he must be a young and inexperienced fellow by the way he permits himself to become "all tore up" over the small affairs of life.—*Record*.

Yes, we are very young and inexperienced; but we haven't got the large-head, and we do know the mile amateur record of this country.

Massachusetts will probably be represented in the Board of Officers' meeting by Messrs. Bassett, Dean, Howard, Hayes, of Boston; Emery, of Dorchester; Maxwell, of Saxonville; Gromes, of Cambridge; Sewald, of Chelsea; Robinson, of Charlestown, and Parker, of New Bedford. The Massachusetts contingent will arrive in Gotham Sunday morning, by the Fall River Line.

The annual meeting of the Cycling Club of the Boston Technology Institute was held Thursday, October 6th. The election of officers resulted as follows: President, W. H. Merrill, Jr.; vice-president, M. Rollins; secretary and treasurer, G. M. Basford; captain, E. S. Hutchins; 1st lieutenant, C. H. Warner; 2d lieutenant, Charles Hayden;

bugler, G. A. Hilton; color bearer, W. K. Reed; executive committee, Messrs. Bates, Lander and Hayden.

On Friday morning last, W. A. Rowe started on a hundred mile record breaking tour, Crocker being his opponent. Owing to a strong wind Rowe was compelled to withdraw at the end of the forty-sixth mile, although he was slightly under Dingley's record. Rowe's times were as follows: 1 mile, 3:08 1/2; 5 miles 15:42 3-4; 10 miles, 31:17 1/2; 15 miles, 47:17; 20 miles, 1:03:18; 30 miles, 1:35:07 1/2, 46 miles, 2:27:20 1/2.

In the suit of the Pope Mfg. Co. vs. Samuel T. Clark & Co., importers of the New Rapid and Quadrant cycles, for alleged infringement of patents, the defendants filed a demurrer to the complainants' bill. On October 7, 1887, in the Circuit Court of the United States, for the District of Maryland, counsel for the respective parties appearing and being heard, the court ordered that the demurrer be sustained. This is the first trial in this important litigation, and Messrs. S. T. Clark & Co. appear to have gained the advantage.

ENGLISH ROAD RECORD.—The North Road's Club held a hundred miles road race on September 24th, which produced some very fine results. There were fifty-one entries, of which about half were Safety riders. At fifty miles, E. Hale, Safety led, time, 3:14:45 Hale finished first in 7h. 6m. 50s., but seven minutes behind the record. Edge finished second, 2m. 43s. behind Hale. Edge rode the last sixteen miles in fifty minutes. G. P. Mills was the first tricycle list home, riding the hundred miles in 7h. 46m. 33s., which is record by 7m. 27s.

ROYALTY AWHEEL.—During his stay in Homburg, the Prince of Wales has spent a considerable part of his time on wheels, and the way in which he manages his tricycle is the admiration of slender people than the Heir-Apparent. The three young Princesses of Wales are all adepts at "triking," and the merry cavalcade, headed by "Papa" with his daughters on wheels behind him, and the Princess of Wales following in her little basket carriage, and driving a pair of white ponies, is one of the pleasantest sights to be seen in Norfolk when he Prince is in residence there.—*The Lady's Pictorial*.

The regular monthly meeting of the Boston Bicycle Club was held last Wednesday evening. President Hodges presided and there was an unusually large attendance of members. It was the first of the Fall meetings, and the interest manifested argues well for the success of the club during the winter months. The restaurant was opened for the first time this season. Various matters of routine business were transacted and a number of plans for the future made. The resignation of Theodore Rothe was accepted with regret. He had been first lieutenant of the club during the last year. Dr. W. G. Kendall was unanimously elected his successor. The doctor is one of the most enthusiastic workers in the club and he will be sure to do credit to the position.—*Globe*.

The New York Bicycle Company has handled a very large number of new and second hand wheels this year. Among the new wheels for which they are sole New York agents are the new Rapid Bicycles, Quadrant Tricycles and Tandems and New Rapid Safeties. The New Rapid Ordinary has long been popular by reason of its true tangent spokes, which make it second to none of the first class wheels in point of strength, which make it just the thing for our rough American roads. The Quadrant has gained an enviable reputation, being speedy on the level and up the hill; indeed, it seems to be especially adapted to hill-climbing, having come out successfully in many of the English hill-climbing contests. The New Rapid Safety has come into favor with those who fancy Rover-type wheels, and many of them are now in use on the road. They are strongly made, like the ordinary, and are easy runners. Besides these new wheels, the New York Company carries a very large stock of bicycles, tricycles and tandems, which are listed at very low prices. There are all styles and conditions of wheels, and would-be purchasers should examine their stock. A price list, giving full descriptions of their wheels, is issued weekly, and will be mailed to any address on application. \*\*

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



## LETTER FROM BON.

In your Brooklyn notes in last week's issue our friend Alert, while he does not accuse me of being hostile to the much talked of cycling road to Coney Island, rather insinuates that I am lukewarm in advocating the project. Now in this he is mistaken, for no one would advocate or do more to further the success of the project than would myself, provided it be presented in some tangible shape and with some definite plan of action. The idea is grand in its conception and would be a great boon to all cyclists if ultimately accomplished, but until something is actually attempted the question is open for free discussion by all, and we may as well consider the pros and cons at the same time. I am still of the opinion that nothing will ever be done by the Park Commission without outside pecuniary aid. They spent nearly a whole year's appropriation building a music stand, which is yet uncompleted; so how can we ever expect them to have funds sufficient to construct a roadway for us, even if they were willing to do so? A certain clergyman has predicted that the millennium will commence during the coming year. Now if this worthy divine is correct in his astronomical calculations, perhaps such an angelic saint as Diogenes Hewitt has been looking for across the water, may be found in this saintly city of churches to grace the Park Board with his presence, in which event we might hope for the realization of our desires, together with the suppression of our worst enemy, the "road hog."

I notice in the last issue of the *Bulletin* that at the coming meeting of the Board of Officers the Racing Board intend recommending "that the League take strong measures and expel from membership all those who persist in breaking the laws by racing on the highway."

Personally, I have been and am opposed to road-racing on principle, but I think this proposed action is just a step too severe, and if adopted, which I doubt, will prove to be very bad policy. That the League has a right to take such action I do not deny, but I think the better way will be to do as the Secretary-Editor suggests: "Let the thing alone and it will soon die out." The League as a body has considerable influence with wheelmen in general, more than one would at first suppose. It can discountenance road-racing and use all its moral influence in that direction, which will, I think, in time result in more good than the arbitrary action proposed, which latter will only intensify the feeling and undoubtedly cause disruption.

Oct. 12th, 1887

BON

## BALTIMORE NOTES.

BALTIMORE, October 11, 1887.

Contrary to the expectations of "Skib," expressed in his letter of last week's issue, the Marylands did win the ten-mile road race, the teams from the Baltimore and Rambler clubs, whom he designated as dark horses, coming in second and third respectively. Probably if our friend "Skib" had designated the latter teams as black horses the result might have been different, he evidently not making the shade of his horses dark enough.

The ten-mile road race for the Citizens cup was run on the Lake Drive at Druid Hill Park, on the afternoon of October 7, the teams mentioned above being the only entries. On account of a delay in procuring suitable checkers, the start was not made until some three-quarters of an hour after the appointed time, 4 P. M.

At the word go the men got away without a mishap, Kingsland of the Rambler team taking the lead in the first quarter, which he increased on every lap, Messrs. Whittingham and Griscom, of the Maryland, and Pope, of the Baltimore, riding bunched for second, the others riding close behind; the several changes in position counting for naught except to interest the throng of people who surrounded the course on all sides. As the two and three laps were run the line began to straggle out, still, however, riding in bunches of three and four, every now and then one of which would spurt for a lead to the intense satisfaction of the spectators, Kingsland at the finish of his fourth lap had so much increased his lead as to make it practically impossible to be overtaken, unless he met with an accident; he nevertheless kept on at a tremendous gait and had, by the beginning of the seventh and last lap, almost caught up with the last man in the race.

Whittingham, Griscom and Pope still bunched and riding for second, with Bartlett, Shriver, Hoover and others close on behind, and Eiesenbrandt and Worthington bringing up the rear,

Kingsland finished in 30:44, and it is claimed by his friends that he has beaten the amateur record.

The total number of points made by the several teams were as follows:

Maryland Bicycle Club, 49.

Baltimore Cycle Club, 38.

Rambler Cycle Club, 30.

Warrington of the Ramblers took a header in the early part of the race, and was so badly hurt as to make a new start impossible. During the running of the last lap Shriver of the Marylands and Hoover of the Rambler's took headers; Shriver was badly scratched and bruised, but pluckily remounted and finished the race, scoring three points. Hoover, who had fallen against the iron railing surrounding the lake, had so badly spiked his hand as to make his withdrawal necessary, thus leaving but three men in the Rambler team.

Hoover claims that he was fouled by Shriver, who, by cutting for the pole without sufficient lead, was the cause of both falls.

The Baltimores ran their annual club championship race on the same course on Saturday morning last. Brown, the winner of last year's race, failed to show up. Pope, his competitor, was, however, on hand and, to make some kind of a race, gave Messrs. Gagnieux and Tyler a heavy handicap, which he had but little difficulty in making up and winning the championship for the next ensuing year.

The associated cycle clubs of Baltimore will hold a Fall race meet on Saturday, October 15, at Arlington Driving Park. Quite a number of interesting events have been made up, and the handsome prizes offered will no doubt be an inducement for the out of town flyers to take part. The events comprise Safety, Tricycle and Tandem races as well as offering the usual number of events for Bikes only. Although rather late in the season, the management anticipate an immensely successful meet, and are making ample arrangements for the accommodation of a large audience.

## NEW ORLEANS NEWS.

The N. O. B. Club bade good-bye to their old quarters last week and are now duly domiciled in the new. No 178 Baronne street is now their address and the members will doubtless take pleasure in pointing out to visitors the many conveniences of their new home. There was no ceremonious house warming, the nearest approach to it being the annual election of officers, which occurred on the 3rd inst., and resulted in the following officers being chosen for the ensuing year: Edw. A. Shields, President; Frank Fenner, Vice President; Harry W. Fairfax, Secretary-Treasurer; Ben C. Rea, Captain; Geo. E. Guedry, First Lieut.; Chas. H. Fenner, Second Lieut.; R. W. Abbott, Guide; S. M. Patton, Bugler.

The Louisiana Cycling Club held their regular monthly meeting last night (6th) and took the first step toward securing club quarters, a committee being appointed to cast about for suitable rooms. Lawrence Lazarus, a jolly disciple of Abraham, was elected Vice President, and C. M. Fairchild and E. M. Graham were chosen as the two high privates, who, with the President, Secretary and Captain, will compose the Club's Executive Committee.

The captain's report showed that Messrs. Fairchild, Betts and Hodgson were again the only members to report their mileage for the past month. Fairchild reported 650, Betts 445, and Hodgson 112, a total of 1,207 miles for the three. Last month the combined mileage of this trio was 1,592 miles, making a total of 2,799 for two months.

The captain's report also modestly stated that "so many of us are every day riders, I feel sure that our total mileage, if reported, would put our organization well to the fore in the list of riding clubs. As it is now I feel certain that our club has as great, if not a greater, monthly mileage than any in the South. A rather large boast, but I think cyclometers would verify the assertion. Let those of you who possibly can procure cyclometers and enable us to establish this claim." Perhaps this sweeping assertion will be the means of rousing Memphis, Atlanta, and the other large Southern cycling centres to an appreciation of the duty they owe to themselves and the public by occasionally giving an account of their doings; at least let us hope so.

The latter portion of these remarks is suggested by the laughable but pardonable position of the *Bulletin* and other American cycling journals, in reproducing from the English press a commentary relative to a road race in this country—in which a train of cars was made to do duty as a moving grandstand, thus enabling the race to be viewed at all stages, and then inquiring where was it? Know then, ye cycling editors, that the aforesaid race occurred during September of 1887, that the course was from Fairburn to Atlanta, Ga., (nineteen miles) and that the race was won by one Harry Durant, with a handicap of some ten minutes. The course ran parallel with a railroad nearly the entire distance and the enterprising railroaders rigged up an impromptu and novel grandstand in the shape of a train of open cars, which kept the racers in sight nearly all the way. Atlanta is a great city, but the wheelmen there are like a certain class of people met with in almost every branch of life. They know all about a thing, and, if you don't, why you ought to, that's all. There's the race mentioned above. It was the first of its kind in the country, yet they didn't take the trouble to give an account of it to the cycle papers; but worse still, next week, in connection with the Exposition there, a big cycle tournament occurs; and although we New Orleans boys are but three or four hundred miles away, nary a bit of the particulars do we know—rather a pretty state of affairs, ain't it? The Atlanta boys need Tom Ingram of Columbus to give them "pointers."

The Louisiana Club at its meeting last night adopted an excellent idea, that of forming a club journal. At each monthly meeting two members are appointed by the president to prepare a paper, each on some subject pertaining to cycling, which will be read at the succeeding meeting and then become the property of the club. This cannot but result beneficially, and some excellent papers will doubtless grace the collection. Will keep my eyes and ears open and pencil ready and perhaps may be able to secure copies for THE WHEEL.

The L. C. C. programme of runs for the month embraces a century run; an all day run up the river road for twenty odd miles, to Red Church, an ancient settlement; a run to Lee Station, which will probably be extended over our DeSota road, to Fort McComb, an old and deserted but striking sample of our country's coast defenses; and a run to, and "sugar cane eat" under the oaks at Audubon Park.

It is not improbable that New Orleans will follow in the footsteps of St. Louis, and a grand jollification of both clubs be held. There is no great amount of love lost between the two clubs, and something of the sort is needed to make them understand each other a little better. The Louisiana Club has the matter under consideration and will doubtless extend an invitation to the N. O. B. C. to join in its "sugar cane eat" which will then probably be extended to a somewhat grander scale. Moonlight; under the grove of immense oaks, jolly crowd; lots of sugar cane and tobacco, talking, singing, violin, banjo, jewsharp and all such music—two hours of this sort of fun. Don't you think it double discounts the club house smoker with its beer, sandwiches, confined tobacco fumes, and their after effects?

Chief Consul Hodgson tells me that he thinks of making a tricycle record or two for the South during next week. We have none at all as yet, and he will probably hit a mile pretty close to 3:45.

Louisiana will be there in person, at the Board meeting in New York on the 19th, I mean. C. C. Hodgson will be present, and with Representative Patton's proxy in his possession. Br.

## CULLINGS FROM HANDY EXCHANGES.

MINNEAPOLIS, Oct. 4, 1887.

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

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

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

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

GILLOTT'S STEEL PENS ARE THE MOST PERFECT.



## TRICYCLING IN CENTRAL PARK.

GROWING POPULARITY OF THE SPORT FOR WOMEN AND GIRLS.

"Look at that poor lady in the invalid's chair," said a young girl in Central Park the other day, "how fast the man behind is pushing her. He runs so rapidly that his feet seem scarcely to touch the ground. The careless brute must be frightening her to death. Why here's another pair and another! They seem to be trying to catch one another. Is it a race for the hospital, or what?"

"Them," replied one of the sparrow police, as he followed the fast disappearing objects with a jealous eye, "is the new fangled tandem tricycles for men as likes to take out their wives for an airin' on castors."

"You don't seem to approve them," said a reporter.

"Well, I can't say they give us any trouble, except sometimes wanting to go on the footpaths and rideways; I haven't heard of any horses being scared by them, or any accidents of any kind yet, and the rabble of boys and counter-hoppers that the commissioners promised us hasn't shown up to any extent. But we fought so hard to keep them out that we can't take kindly to them yet, altogether. More ladies are taking to it daily, though they like the parks better than the roads, and the more of their bright costumes and smiling faces the better, I say; for they all seem to enjoy the sport hugely. It's more fun they say than driving, and I suppose if some few of the upper crust were to take to it it would be all the rage in no time."

A little inquiry leaves no doubt that women and girls in New York are fast being converted to the advantages of tricycling. Numbers of them can be seen in the pleasant mornings or early evenings spinning along the asphalt under the shadowy boughs, down the winding paths, with lover, brother or husband mounted behind at a convenient distance for whispering "soft nothings," discussing "pa's" antiquated ideas, or relating baby's latest and the servant's shortcomings. No danger of "headers" or falls is there to interrupt the flow of ideas, or detract from the full appreciation of the scenery; no time is spent in learning to operate the machines; mounting and dismounting them is as gracefully and easily done as to a stool; no mud splatters the clothes; when a lady tires she may remove her feet from the pedals to a rest and let her athletic escort propel the machine alone; either or both can steer the machine. The exercise in moderation is peculiarly health giving, and the regulation speed in the park—seven or eight miles an hour—is easily attained and kept up for hours without undue fatigue. Everything seems to point, since the opening of the parks to wheelmen, to an immediate appropriation by women and girls of what has hitherto been regarded as almost exclusively a man's sport. In Boston, Philadelphia, Washington, some Western cities, and even in Brooklyn women have shown their appreciation of the sport and large numbers of them are devotees of the wheel.—*New York Tribune.*

## WHEEL NEWS STANDS.

THE WHEEL may be found on any of the following New York city stands:

23 Park Row.  
Astor House, Broadway side.  
St. Paul's, Vesey and Broadway.  
Cor. Fulton and Nassau.  
Dey street and Broadway, W. U. Tel. Building.  
Fulton and South streets.  
Wall street Ferry House.  
Wall street and Nassau, Treasury Building.  
71 Broadway Arcade.  
Cortlandt and West streets.  
Barclay " " "  
Warren " " "  
Chambers " " "  
Chambers and West Broadway.  
Park Place, L. R.  
59th street, 359 West.  
Harrison & Allen, Brick, N. J.  
Chas. Schwalbach, Prospect Park Plaza, Bklyn.

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

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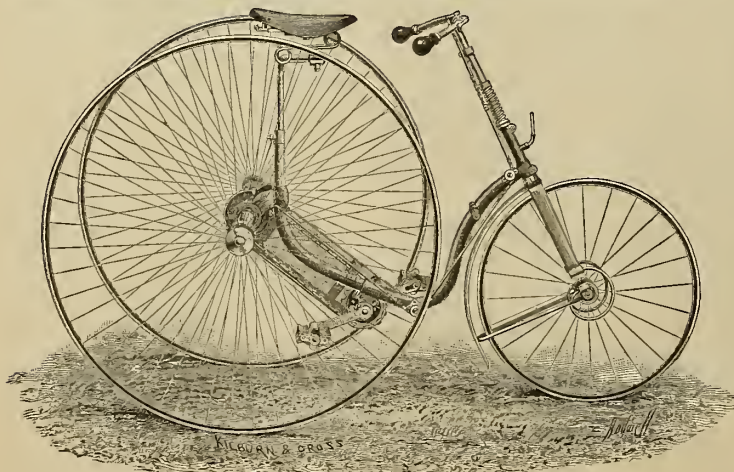
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THE FIRST SHOT is fired, gentlemen, and FRANK DINGLEY makes a big hole in the hundred-mile World's Record, at Lynn, September 22d.

HE KNOCKS EVERYTHING from 51 miles up. Time: 5 hours, 38 minutes, 44 1-5 seconds.

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

CHICAGO. ILLS.

GORMULLY & JEFFERY MFG. CO.

#### CONNECTICUTTINGS.

In narrating the sensation of being kicked by an ox, a Bangall cyclist pathetically remarked:—

"When the beast struck out behind, it brought forcibly to mind certain slipper-y scenes of childhood's days gone by, and of tunes he'd often sung to the strap around him flung, in notes considerably high."

The scribe of the Solitary Club advocates every cyclist's carrying either bell or whistle, for his own safety if not for that of the lovers one often overtakes on the road, and whose united heart beats prevent their hearing his approach. He claims that after marriage their eyes and ears are more acute and the biker's bell or whistle's mission is ended in their case.

The Star fiend of the Stamford Wheel Club lately went over the hills to Norwalk, and reports the roads in fine condition, for them.

The Club Kid, who is a combination of yachtsman and cyclist, says that recently "he was so overcome at meeting a couple of Sound Beach girls, that he thought he'd founder, for he let go his weather braces and skipped heavy seas, (was over shoes in muddy water) and he drifted against a fence for support. Then the weather lifted a little so he could shake out his topsail (hat), and the other craft spoke him." He has felt a terrible goneness under his vest ever since.

Cycling, as to the ordinaries, is at a very low ebb in Stamford, and has been all the season, to what we have seen in previous years. The chief reasons for it is the horrible condition our streets are in, and there is no show for any improvement this season, for now that the sewer and street railway companies are done, the new water pipes are being laid, and the misery continues.

The Faciles, though, fight their way through the deep, cobble strewn mud, or dust, and move as serenely on as the paralyzed state of the streets permit.

Our country roads are now at their best, as they are mostly gravel, and the late rain has packed them.

We see that a bad hill on the Post road between Stamford and Greenwich is to be cut down, and three hundred dollars worth of gravel is to be put on one Sound Beach road.

Our friend Gaylor's newly invented "Crank

driven Star,"—for that is what 'tis—is easy enough to manage if one can do the pedal mount, as that is his only method of mounting, no step being on the machine. It is decidedly Starry in appearance, and is surely less liable to get out of order than the more complicated half brother or cousin afore-mentioned.

Three Facile riders went over the sandy roads to New Canaan, and home by way of Norwalk, recently, and despite some hard work, felt well paid for the leisurely ramble of about 25 miles, which took up four and one half hours. They went to hook apples from wayside trees, which are very abundant up here among the Nutmeg hills; to revel in the lavish colors on Nature's palette, that the late frosts have brought out in all their perfection; to picking up chestnuts and hickorynuts, as the frisky squirrel family are doing, for winter supplies; even the chipmunks go in tooth and nail in the general ingathering, and the antics of the troops were pretty to see.

At one point the scribe, who was in advance, started up a fine bevy of quails, two dozen or more, who went whirring over the wall, the golden maples, which have been spattered liberally with vermillion, and away over the hills across lots until lost to view. They were a charming bit of wild game life, and will be the delight of some dog-and-gun sportsman ere long. We of course called at an old cider mill by the way, and sampled the amber stream that poured from the great press.

New Canaan was as usual dozing through the glorious October day as if it had no care, and took no thought for the long winter to come. These inland towns seem to be the embodiment of quiet comfort, as the perfect days of Indian Summer drift by, and as we wheel into them all eyes are upon us, as if we might have come from some unknown sphere. We missed the Silver Mine road and plowed through acres of sand on a road that had only one merit for us—it was new to us.

In erecting fine houses and laying out charming grounds, as they have in places up there on those Connecticut hills, they have lost sight of the roads entirely, and waded through such sights o' sand! They have gravel beds on nearly every farm, too. Norwalk streets are worse than ever, owing to the new sewer, and we were glad to pull out, and up the terrors of hills on the homeward way. The dry-goods man climbed the worst hill on the road to Canaan, Talmadge's, to show a doubting ruralist that "them things" could get up hills when required to.

ART.

#### THE CYCLE TRADE IN GERMANY.

The economical truism that the supply of goods is commensurate with the demand is being demonstrated once more by the present condition of the German cycle industry. A short time ago the trade in bicycles, &c., was exclusively in the hands of English manufacturers, whose machines, though of first-class quality, were so expensive as to limit in many respects the popularity of the sport. This circumstance, according to *Kuhlow's German Trade Review*, afforded an opportunity to German enterprise, which was promptly taken advantage of. At the present day there are 64 cycle factories in the German Empire, employing 1,150 workpeople. In addition to these 19 of the above factories employ outside labor, which is represented by 62 workpeople in constant, and 26 in casual employment. Thirty-seven factories obtain half-finished portions of machines from native makers, 36 from English manufacturers, and in the putting together of these materials 118 English and 132 Germans are engaged. In all, 1,332 German workpeople are directly occupied in the German cycle industry, irrespective of the production of the raw material. Among the 64 factories, 27 work without the assistance of power-engines, while 37 make use of steam or gas power. The tools and machines employed in these 64 factories represent a value of about 916,000m. The sale value of the goods manufactured weekly amounts to 72,400m. The large number of small works, with the lack of middling sized ones, is remarkable. Taking the average value of a machine with all accessories at 350m., our contemporary calculates that the number of machines manufactured by German firms amounts approximately to 7,000, and as the import of English machines is considerably larger, the number of machines sold in the current year may be reckoned at 20,000. If a comparison were to be made between the German and the English cycling industries, the result would, of course, be very favorable to the latter, since in Coventry, which is one of the most important cycle-making towns, more than 15,000 workmen are employed. None the less, the advance which the German industry has made during the last few years is very considerable, for three years ago the entire industry was represented by half-a-dozen firms, employing at the most 100 working men altogether. Our English makers had, therefore, better look out, as competition is arising for them, not only in Germany, but also in America.—*Sport and Play*.

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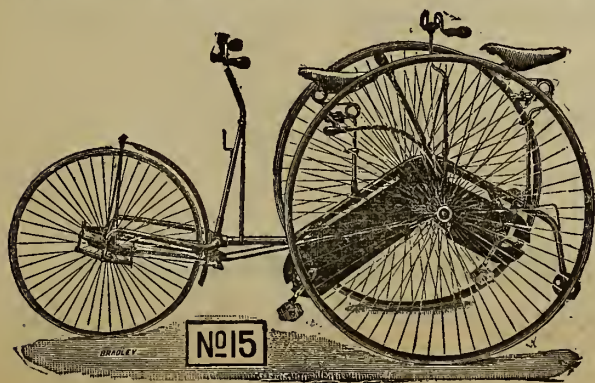
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**FOR NEW RAPIDS, NEW MAILS, QUADRANTS, SPARKBROOKS, STARS, VICTORS, OR ANY OTHER MAKE.**

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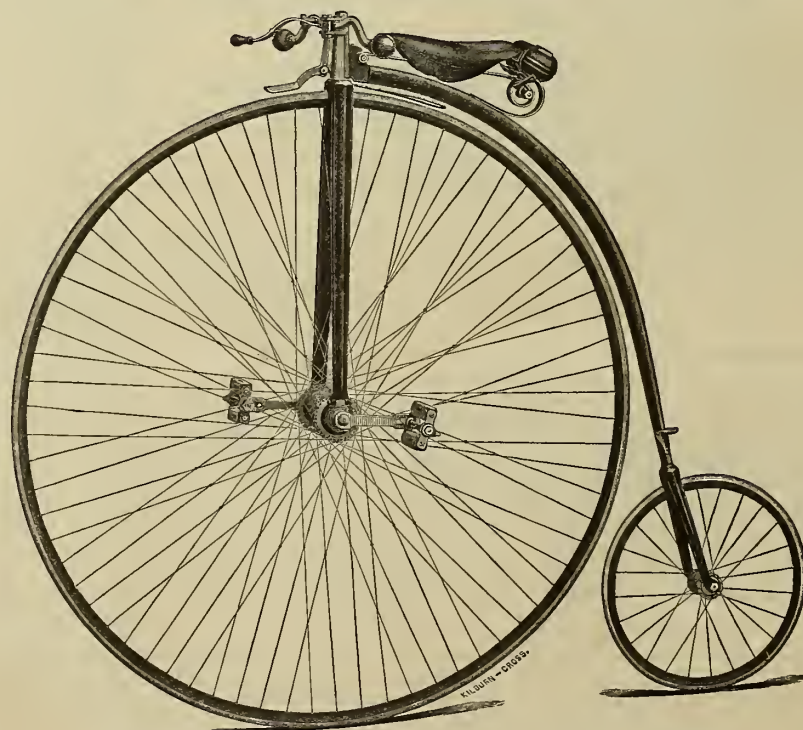
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**WHAT IS SAID OF IT.**



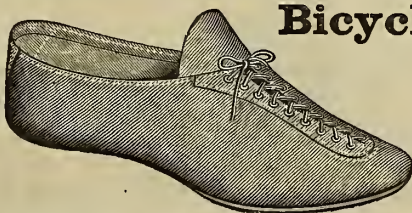
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