

### RECREATION.

Vol. XII.—No. 18.]

NEW YORK, JULY 29, 1887.

[WHOLE NUMBER, 304.

## And, Still, There's More to Follow!

EACH MAIL BRINGS US NEW ONES!

#### READ THESE TWO;

THEY ARE WORTH IT.

THE GORMULLY & JEFFERY MFG. Co., Chicago, Ill.:

Permit me to quote from the Bicycle South, of May, 1886: "A beautiful sample of Gormully & Jeffery's new wheel, the American Champion, has just been received by the local agent, Col. E. C. Fenner. It is a full-nickeled, 53-inch, of exquisite proportion and workmanship. A personal examination of this worthy candidate for favor only confirms the opinion formed by the accounts which had preceded it. All the best principles of modern cycles are embodied in it, together with many special features controlled entirely by its manufacturers. Truly it is a mount to be coveted, and its possessor will be a subject of envy until the Champion has reached the high popularity on our roads which it is certainly destined to attain."

As the author of the above passage, being at that time editor of the B'cycle South, I wish to add my confirmation of everything set forth therein. Shortly after the appearance of that article I sold the wheel I was then riding and became the fortunate possessor of the identical wheel referred to. Since then I have covered some three thousand miles, and gladly testify to its superiority in many respects while it certainly holds its own on every point where it is brought into comparison with other wheels.

There is one feature upon which I wish to particularly congratulate your factory. The excellence of the nickel-plating upon the "Champion" I ride certainly speaks volumes for this class of work turned out by you. No later than some three weeks ago I have been taxed with having my wheel overhauled and certain parts re-nickeled, when in fact nothing had been done except to give the wheel an ordinary cleaning, which it was sadly in need of at the time.

The overwhelming popularity of your wheels in this part of the country is a sure indication of their worth, while the energy and enterprise displayed

The overwhelming popularity of your wheels in this part of the country is a sure indication of their worth, while the energy and enterprise displayed by you in adding all late improvements which tend to benefit riders is a guarantee that you will aiways be in the front rank of American manufacture.

Yours very truly,

WM. W. CRANE.

MESSRS. GORMULLY & JEFFERY,

Gentlemen:

It affords me great pleasure to state that I have been riding one of your latest American Light Champions of 1887. I have been riding it since April t, doing an average of 10 miles a day, and have not had it in the shop yet. My machine is full nickeled and is in the same condition as the day it came from the factory. I have been caught in the rain and found no difficulty in restoring the original brightness with a dry cloth. I am pretty hard on a machine, and to stand the test that I have given the "American Light Champion," the machine must be a "champion" in the true sense and meaning of the word. The American Light Champion is a strong, durable and neat machine, and just the thing for a cyclist to own.

I have not used any of the other makes, but I have been watching them, and can plainly discern that the rider is by no means as comfortably fixed as those who ride the Champion.

The cobble-stone saddle will always speak for itself on rough roads.

The majority of the 150 riders down here use Champions—the Cham-It affords me great pleasure to state that I have been riding one of your

The majority of the 150 riders down here use Champions—the Champion are three to one of other makes—and the roads are by no means good ones for any machine. Yet the Champion gets over them with no trouble or expense of breaks.

A. E. OLIVEIRA.

Truly evidence of the foregoing character is sufficiently convincing to satisfy the most skeptical. If you are interested, send for Catalog.

## GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.,

N. B.---We also manufacture the longest line of Sundries in the market.

# 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.
ı.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02
6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
8.	S. B. Bowman, E. W.,	STAR,	1.40.20
9.	H. Greenman, I. B. C.,	STAR,	1.43.36



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.

½-mile Boys' Race.
1-mile STATE CHAMPIONSHIP.
3-mile ""

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

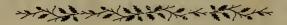
STAR FIRST in r-mile Open.

" 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 Crank, 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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## H. B. SMITH MACHINE CO.,

Smithville, N. J.



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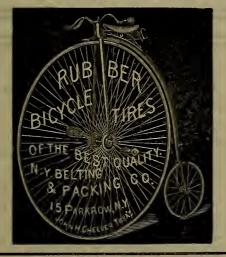
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THE LATEST AMERICAN HIGH GRADE WHEEL. A PERFECTLY MADE LIGHT ROADSTER.

All the latest Improvements.

Trigwell's Ball Head, Perfection Backbone and Forks, Warwicks' new Hollow Rim, Spade Handles, Tryatrick Saddle, Narrow Tread, Spokes wound seven times, Harwood's Adjustable Step.

Come in and see it. Send for circular



FREE TREATISE For the Weak, Nervous and Debilitated: How

to regain Health and Vigor. Home Treatment

for Nervous and Mental Diseases. TRIAL SENT.

Address, J. M. BATE & CO. 283 S. Clark Street, CHICAGO, ILL.

#### A New Map of the Orange Riding District,

Showing all Towns and Villages, from Milburn and Waverly on the South to Caldwell and Belleville on the North, and indicating 95 miles of Macadam roads, with best connecting thoroughfares, for touring. Size I7x22; Price 50 cents. Printed on heavy bond paper, with pocket cover, \$1.00. For sale by dealers in Newark and Orange, N. J.; or mailed postpaid on receipt of price.

Address R. D. MEAD, Box 77, Newark, N. J.

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The most certain and safe Pain Remedy. Quickly cures Cramps in the bowels. Diarrhea, Cholera Morbus, Dysentery, &c., without bad after effects.

#### DR. RADWAY'S PILLS.

Purely vegetable, mild and reliable. Regulate the bowels; timely resorts to them ward off many sick-nesses, and keep the organs in a healthy condition. Cure Dyspepsia, and rejuvenate the system.



E. I. HORSMAN, 80 & 82 WILLIAM STREET, NEW YORK CITY.

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

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American Champion, Challenge, Safety, and Ideal Bicycles. SUNDRIES OF ALL DESCRIPTIONS.

Nickel-Plating and Repairing a Specialty.

SEND STAMP FOR ILLUSTRATED CATALOGUE OF TENNIS AND BICYCLES.



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

in aiding digestion.

The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.

As this is swallowed, it co-

operates with the other fluids in the digestive tracts in accom-plishing the chemical changes which prepare our nutriment for assimilation.

I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.

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

Chemical analysis shows its ingredients to be pure and healthful.—The American Analyst.

Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—The

Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion. AMHERST COLLEGE GYMNASIUM DIRECTIONS.

This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico

Zapotis) consequently it is a purely vegetable substance.

It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—

N. Y. World. Y. World.

# CONSIDER

THESE POINTS BEFORE BUYING

CYCLE

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

THE NEW RAPID was the first Bicycle to use a continuous tubular

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

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

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

THE NEW RAPID has balls all over (including a ball head) made

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

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

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

THE NEW RAPID although on the American market for two years. THE NEW RAPID, although on the American market for two years,

THE NEW RAPID, although on the American market for two years, has never known a broken backbone, spoke, handle-bar, back or front fork, or buckled wheel, is fitted with Pear, T or spade handles; Lillibridge, Cobblestone or Kirkpatrick Saddle. is the highest grade Bicycle ever offered to the American public—is all steel and positively interchangeable—duplicate parts being kept in stock.

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

THE QUADRANT led the way with a RIGID steering wheel—a sine

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

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

THE QUADRANT never knew a Stanley head or a sterling fork, a ball belance general as a lin red an automatic general.

bell balance gear or a lip rod, an automatic gear or a stuffing box, a jointed neck or an antivibration spring; nor any such past or passing contrivances.

THE QUADRANT led the way—was original—has served as a model

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

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

road record 50 to 100 miles, done on a roadster—
the 5 miles 1887 championship of England, and has
won innumerable contests at home and abroad.

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

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

machines.

IT WILL PAY YOU TO SEND FOR CATALOG.

Agents Wanted in Unoccupied Territory.

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

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## RECREATION

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F. P. PRIAL, Editor and Publisher, 23 Park Row,

P. O. Box 444.

New York.

#### JONAH'S JERSEY JOTTINGS.

I have just arrived this morning from a loaf for four days up in the Catskills, and, as a matter of course, am pretty barren of wheel news. But Providence has been good to the loafer and some of my correspondents have opportunely awakened from their Summer lethargy and sent me in some

Among these I gladly welcomed some jottings from my old friend "The Whale." Readers of THE WHEEL will remember that startling flight of the imagination entitled, "Elizabeth in 1986," in which he so vividly, and I may say truthfully, pictured the wonderful changes that a hundred year of cycling will do for every a headynust leres years. of cycling will do for even a bankrupt Jersey town. He is down at Ocean Beach on the Jersey coast, where daily he and his family astonish the simple on tives by their feats of progression through the sand on bikes and trikes and preach the gospel of cycling to the benighted heathen. His remarks are worthy of a separate heading so we will call

THE WHALE'S STORY.

The whale disporteth himself by the sad sea waves and behold he is moved to write of his experience with sundry roads south of Long Branch and of which there is but little to be learned from the Road Book.

The Long Branch roads end at Elberon. Thence south and on the direct route through Deal, Asbury Park, Ocean Grove and Key East, there are occasional stretches of ridable roads; but the heavy travel, especially in Asbury Park and Ocean Grove, makes wheeling difficult.

There is some fair riding in Asbury Park and Ocean Grove, but the noise and confusion are distasteful to me, and the roads are inferior to those south of Ocean Beach. Between Ocean Beach and Ocean Grove there is a great gulf fixed in the shape of two or more miles of sand and dust. Beginning at Ocean Beach a system of road making has been commenced, another year or two should leave but little to be desired from any modern.

should leave but little to be desired from any moderately minded wheelman.

One thing is more forcibly brought to my notice, and it is a matter that has not received the consideration that it should; it is the fact that all consideration that it should; it is the fact that all American roads suffer from the narrow tires used on heavy vechicles. Narrow tires wear a road into ruts and holes. They cut through like a knife. A wide tire will not wear a good road and will improve a poor one. No stage, hack, nor express wagon should be given a license unless the wheels have tires of a width in proportion to the weight they are intended to carry. I could write for a week on this subject,

The Ocean drive and F street, through Ocean Beach, both lead to Como, (F street is good and is the best route). At Como are some miles of fine roads, then Spring Lake and Sea Girt, and Villa Park, with some miles of roads from ridable to fine, then a variable bad to fair road to State Camp and Square Village, say a direct run of eight miles from Ocean Beach, which can be largely increased by taking in the side roads of Como and Spring Lake. From Square Village there is an apparently decent road to Point Pleasant.

This is a country for small wheels and low gears. Our Humber tandem geared to forty-eight is about right for a trike. For the ordinary bike the average rider can have a full experience in headns, - - 6s. a year.
- - 5 Cents.
- - 5 Cents.
- order through AM, News Co. star-spangled variations.

> There is any quantity of sea air and view, soft-shell crabs, oysters and lobsters, sea-bathing and sitting out on the sand in the moonlight with some other fellow's best girl; bits of piny woods with winding roads and shady nooks and no beer (all temperance towns).

A young man and a tandem will find plenty to do and lots of fun; that is, if there is any pleasure to be had in pushing a tandem with a feminine divinity on the front seat who has never ridden; and by the way, Jonah, do you notice that the weight of the average American girl has increased since we were boys? However, there is a surplus of young women all along this coast, and from what I can see at the bathing hour, any one of them should do her share on a tandem. I am informed that they are "just crazy" to ride; but you know that such business is not in my department, and you also know that I don't ride a tandem unless the other fellow will do more than half the work, the only exception I ever made was in your case, O, Jonah!

Thanks, O Whale! A friend in need is a friend indeed. Oft hast thou befriended me. Oft when the "old mare," my faithful beast, was in the hands of the cycling veterinary surgeon, having her aged joints treated to cold iron poultices and elbow grease, hast thou taken me on thy tandem team. Nor have I been altogether ungrateful; for many is the mile that I have towed thee up hill, when thou wert a-weary, and had thy limbs propped on the axle behind me, smiling to thyself at the thought that thou wert working the too confiding Jonah for all he was worth. Little didst thou think that conscious of thy perfidy he was keeping silent and sacrificing himself on the altar of gratitude.

Come, rejoice with me, brothers of the wheel; for those whom we thought dead, are indeed alive. Secretary Willver, of the N. J. C. & A. A., alive. Secretary Willver, of the N. J. C. & A. A., wrote me a letter this morning that made my heart glad. He tells me that a determined effort is to be made by him and his colleagues to popularize bicycle racing in this vicinity. The beginning is to be on Saturday, August 6, at three P. M., when five races will be run preliminary to the regular ball game. The admission will probably be twenty-five cents, including grand stand tickets and a view of the ball game. The events to be run will be determined on tonight (Wednesday); but there will probably be night (Wednesday); but there will probably be a mile novice and the rest one and two-mile handi-caps. Hall, Stenken, and Rich are in training daily and will participate, and an effort is being made to get Rowe to give an exhibition mile. The prizes will be handsome and sufficiently valuable to offer every inducement to contest. If the patronage of wheelmen and the public is sufficiently generous their meetings will be continued to the end of the season on alternate Saturdays, and perhaps every Saturday. JONAH.

#### A JERSEY ROAD CHAMPIONSHIP.

The five-mile road racing championship of Union county was decided at Westfield on Tuesday evening. The race was for three prizes offered by the citizens of Westfield, and was run under the auspices of the Union County Wheelmen. The contest was to have taken place on day evening. The race was for three prizes of fered by the citizens of Westfield, and was run under the auspices of the Union County Wheelmen. The contest was to have taken place on Saturday, but rain necessitated a postponement to Tuesday, when it was decided to run the race rain or shine, and rain it was. A half an hour before the hour announced for starting, the drops began to fall, and an hour later, when the men were sent off, it was raining steadily, and had made the sur-

face very sticky and hard to spurt on. The course was around a triangle in the town, and a fraction less nine laps were required to complete the five

miles.

There were six starters as follows: M. S. Ackerman and L. Heynign, of the Plainfield Bicycle Club; A. W. Pierson and E. R. Collins, of the Union County Wheelmen; W. H. Caldwell, of the Elizabeth Wheelmen, and H. W. Peck, of Plainfield. The first attempt at a start resulted in a tumble, but the second was successful, and the men were sent off in good shape. On the first round Peck showed up in the lead with Ackerman second. Then the latter, thinking the pace too slow, went to the front and led the second lap with Caldwell second, well back. Heynign took up the running in the well back. Heynign took up the running in the third round, followed by Ackerman. On the fourth Ackerman slipped his saddle and dropped back, leaving Peck to lead, followed by Heynign. On the fifth, Peck retained the lead and Caldwell moved up to second. Heynign made the running on the sixth with Peck at his heels. Caldwell and Pierson now began to take a more active part in the race and led the seventh lap in this order. It now became clearly a race between the two and a neck and neck struggle it was. Caldwell a neck and neck struggle it was. Caldwell rounded into the last lap a couple of lengths ahead, and the pair dashed away at top speed. A quarter of a mile from home Pierson put on all steam and passed Caldwell; but the Elizabeth lad refused to be beaten. A hundred yards from the tape Pierson led fifteen feet. Caldwell now made a desperate effort and crawled up inch by inch until about ten yards from the tape, when he got his tire in front and won finally by a length and a half in 18:47 1-2, Pierson 18:48; Peck, 18.53; Heynign, fourth; Ackerman, fifth. Collins hurt his foot in the initial tumble and did not finish. Caldwell and Pierson were very tired at the finish. The time was excellent considering the fact that the race was run in the rain, and the sticky condition of the course. The officers of the race were: Dr. F. A. Kinch, Jr., Referee; John C. Wetmore, E. W., Joseph Sanford, P. B. C., and J. C. Hetfield, U. C. W., Judges; and F. S. Miller, U. C. W., and A. L. C. Marsh, P. B. C., Timers. At the conclusion of the race all hands adjourned to the pretty clubs house where they found a lunch awaiting them and the prizes were presented. a desperate effort and crawled up inch by

#### ATHENIAN WHISPERINGS.

Do you remember the story of the youth from Wayback, who, after his first experience with soda water, said to the manipulator: "Mister, I b'lieve I'll hev another glass o' that air sweetened wind?" I am afraid "sweetened wind" is about the only term to apply to cyling news at the present time, for the hum of the wheel is faintly heard because for the hum of the wheel is faintly heard because so many wheelmen are away from hum. (Now, Mr. Compositor, don't spell out that last word, h-o-m-e, and annihilate a wretched pun as you did a week or two ago. Follow the copy even if it blows out of the window.) How 'ard it is for some people to take a joke. It sits upon them like a nightmare. Incapable of constructing such a thing themselves they cannot countenance it in others, and whether a pun is good or bad it stirs up their bile even to read it. The elegant terms "rot," "nauseating," and "positively disgusting," as used by a cycling scribe recently, in lecturing the cycling punsters, are to say the least, rather more strong than gentlemanly.

\*\*
Whew, how hot it was last week! Did you hear about the cycler, on the road between Swampscott and Marblehead Neck, who melted and ran down into a puddle of oleomargarine by the roadside? Well, I didn't, but it might have happened on that Well, I didn't, but it might have happened on that dusty, breezeless, and stifling thoroughfare. Then the rain came Friday, and until Monday nature dripped like a Washington wheelman on a scorch run in July. A wet Sunday keeps the boys in, though there was some wheeling Monday to make up for lost time. Some people, however, are not afraid of rain. That was a plucky ride of the two Miss Kirkwoods, from Gloucester to Malden in a rain storm a week or so ago. They not only ride a very heavy make of tandem, but they ride it well, and keep up with the procession too. They ran

she attracted much attention. A friend tells me of a couple of tandemons who have a Japanese umbrella affixed to their machine, with picturesque effect, to say nothing of comfort. Now, Mr. Manufacturer-of-Sundries, can't you get us up an adjustable locket that we can attach an umbrella to a tricycle, if need be. With a joint to allow the gamp to be turned at different angles to meet the slant of the rain; the thing ought to be very

I have lately received a letter from a Connecticut gentleman, whose wife has recently been induced to take up cycling, which is interesting. An

extract is as follows:

"Mrs. —— and myself have been trying to find some way to cache our youngsters, so as to get a chance to do some riding around Boston, but ten miles in another direction, in an hour and a quarter, without any special effort for record, merely running at a pleasant gait. My wife enjoys it and is very enthusiastic."

It has been a matter of surprise to me this Spring to learn that so many of my friends have bought tandems and are riding with wives or lady

It has been a matter of surprise to me, this spring, to learn that so many of my friends have bought tandems and are riding with wives or lady

Some charming tandemites from the Empire State have been touring in the neighborhood of Boston recently, and speak enthusiastically of the North Shore run. They made stops at Cambridge, Malden, Nahaut, Salem, Magnolia, Gloucester, going around the Cape; thence to Ipswich and Newburyport, and back to Boston, by easy stages. As the roads are poor, and limited as to length, at home, the sandpapered surfaces, and long straightaways were a pleasurable surprise to the visitors, especially to the madame.

It beats all how popular the North Shore run has became. A few days ago I met John H. Whiting of New Haven, and S. G. Colburn of Birmingham, Conn., who had run off for a three-day's enjoyment of Eastern roads. They took a midnight train from New Haven, alighting at Worcester where their road work commenced. They rode to Boston Sunday, and to the North Shore and around the Cape Monday. Then not having had enough of the fine roads of the Cape (just after the rain) and the magnificent scenery, they made the Caperun over again Tuesday morning, and then wheeled away to Essex via Manchester-by-the-Sea, so as to take in the famous four mile "Essex woods drive." To Newburyport the same day and back to Boston the

next completed the run.

\*\*

The Cambridge C!ub made no run last Sunday, but will go to Marblehead Neck on the 31st, taking dinner at the Nanepashemet House.

Already the scorchers are looking forward to the next road race of the Eastern Road Club. The Dorchester men are putting in some good work, and feel confident. The Bostons are makwork, and feel confident. The Bostons are making efforts to have a strong team in the field, and other clubs are not idle. The latest addition has been the Cambridgeport Club, which already has a first-class team in practice, and a good contest may be expected. It is said that the next race will be over the Newton Bicycle Club course.

Roxbury has a live association in the Warren Club, which has recently moved into its new quarters at 12 Walnut avenue. The hadge is de-

ters at 13 Walnut avenue. The badge is described as something unique. I have not seen it, but it has long seemed to me that if there was opportunity for improvement in anything in the cycling line, it was in the club badge line.

The Division meet at Cottage City is going to be a big success, judging from the talk, and a large company will be expected. This is due largely to the fact that Cottage City is not only a very popular place, but is easy of access, and is full of delightful people—and girls.

STYLUS.

A series of three races, viz.: quarter, half, and one mile, between Howell and Temple, was decided at Leicester on July 9. Quarter—Howell, 37 4-5; Temple, by a half yard. Mile—Howell, 2:51; Temple, by five yards. Temple refused to contest the half-mile on the ground that he could not manage the corners.

#### ACROSS THE CONTINENT.

A TUSSLE WITH WYOMING ROADS.

Our stay in the capital city of Carbon County was prolonged till ten A. M. Saturday, by a reluctance to resume again the weary sandy way to El Dorado. A walk of eight miles to Solon in two hours, gave us a grand appetite for dinner, and we forthwith bent all our efforts to satiation. Long and bitterly had we cursed the fate which led us from the line of the U. P. over the hills, but little did we know the fate in store for us, when once again the familiar telegraph poles marked our onward way. If the mountain road was bad, this soft, bottomless sand was worse, aye, a thousand times worse. Pushing on we rode or walked into Separation, and out of Carbon county, seven miles, at two P.M. and captured Fillimore, nine miles, and Creston, seven miles, in time for supper.

Two more hours of weary walking and we brought up at Latham, thirty-eight miles from Rawlins, at eight P. M., a tired, and I need not say hungry, for we are at all times hungry mortals. Could we rest over Sunday with such roads ahead? Well, I should say not. We left Latham at seven A. M., and began the tramp act with a determination to do or die. Ten miles and Wamsuther was left behind at nine o'clock. Red Desert succombed to our energies at twelve. Desert succombed to our energies at twelve, eleven miles farther. Dinner over, we took Tipton by storm at three, rushed on to Table Rock, thirteen miles, by five o'clock, and stopping one hour for supper, reached Bitter Creek, over better roads, at 8:30, just fifty-four miles from the start. This was going with a vengeance, but we had at list struck hard pan, in the shape of solid clay, and looked forward to some easier pulling on the morrow. Alas, for human frailty, a big shower came up in the night and took all the starch out of that clay—rendered it as pliable as wax and our spirits took a tumble of sixty degrees when we attempted to ride it next morning.

"Never mind, me boy, jist wait till thet sun is up an hour or two, and you can't make a dint in th' clay, so ye can't."

Thus a big son of Erin tried to cheer us up, and so onward we plod our lonely way to Black Buttes, ten miles, and Hallville, six miles farther, in time for dinner. At one we were again in the saddle and riding away to Point of Rocks, seven miles. Reader, you may think us chaffing, but here we found the first Post-office since leaving Rawlins, ninety-four miles back. Here we deposited sundry letters and postal cards, which we had begun to entertain hopes or fears of carrying to Ogden for mailing, and push on to Salt Wells, twelve miles away, at 5:30, and stop thirty minutes for supper. The roads thus far have been hard level clay, winding around the various bends of Bitter Creek and with ever and anon an alkali desert, smooth and hard as a rock. Rock Springs we resolve to capture for the night, and a good run of fifteen miles brings it to view at 8:30. Here we strike the first hotel since leaving Rawlins, one hundred and twenty-one miles back. Talk about desolation, if there are one hundred and twenty miles of railroad on this earth so utterly devoid of humanity, civil-Rawlins and Rock Springs, then let some knowing cyclist point it out. We'll wager the rod was never grown destined to do this pointing act.

Fifty miles more on our journey and a bed to sleep in, on top of a big bowl of bread aud milk, sets us to snoring merrily and keeps up the music till seven A. M. Tuesday morning. Out we bound, and getting a good breakfast, start off for Green River over some tolerably big hills, sixteen miles, and we rush into this western citadel at twelve o'clock. Dinner is absorbed at the Pacific Hotel, and we resume the march. Some smart aleck of a road directory sends us across the river on the railroad bridge, and on the ties, saying we could ride all the way to and on the ties, saying we could ride all the way to Bryan, thirteen miles. Well, we found about two miles out, that a bigger liar never grew than that Green River chap, whose bump of knowledge or ignorance we felt like punching more than once ere we reached Bryan, a clean walk of thirteen miles on the ties. Rich! why we didn't find two miles of ridable surface on the entire trip, and such humping as we had was had enough to wear. such bumping as we had was bad enough to wear such bumping as we had was bad enough to wear the tire, nickel, and everything else off anything but our Expert bicycle. That is tried and true every time, and takes the hard knocks like an old stager. From four o'clock to six we make nine miles, and take supper at Marston. Here a good fair road is met with, and we run the next eight miles to Granger in two hours. Forty-seven miles farther, and one bundred and forty-five from Og-

den. A good chance to spend Sunday at the latter place, if not Saturday. Wednesday dawns bright and clear, and at seven A. M. we are ready for the trail. Notwithstanding the fact that we had registered a solemn vow to knock down and shoot the next man telling us to leave the railroad for a mountain trail, our experience of three days along the Wyoming U. P. had somewhat altered the intensity of our adulation for that highway, and now as chance and good authority offered us a better and shorter path, we were not long in deciding to take it.

From Granger to Piedmont there is an overland emigrant trail passing through Fort Bridges, and just ten miles shorter than the rail distance. This we resolved to venture, to test once more the credulity of a Wyoming man, and if he played us false this time, let him beware for the future. So pointing southwest we set out for Fort Bridges, and, with the exception of about seven miles up grade, find a fairly good road, which carries us into the quarters of the Regular-Army-oh! thirty miles away, at one P. M. Securing mess at headquarters, we shake hands with probably a hundred brave servants of that town, and set out for Piedmont, twelve miles west. This is made at 3:30 and we repair to a big hotel for some more stimulation. It is fourteen miles to Hilliard, the next hotel town, they tell us, and we resolve to take it easy. An hour's rest suffices to ease our bones springing in the saddle we are en route to Hilliard in fine spirits. How fine and how long they last fain can we recollect, but scarcely five miles away and along comes a genuine Wyoming blizzard, rain storm and avalanche of hail all at once. This combination of elements nearly dislodges your buoyant bicyclist, but we do the dismount on edges and set out in hot haste for a railroad shed, about a mile away. A mile it seems in view, but ere we are half-way the mile gradually stretches out to two or three, and by the time we are ready to enter the haven of safety, we are as wet as a drowned cat, our wheel looks like a mud heap, drowned cat, our wheel looks like a mud heap, and we are ready to give up the ghost without a kick. That storm makes music for over an hour and leaves the road as sticky as a porous plaster. We must reach Hilliard or die, and so set out on the railroad ties for a seven-mile tramp to dry clothes and supper. Occasionally we struck some patches of clay, which clings to the tire like bloodsuckers to a dead mule, and clogging up in the head, we are compelled to do the wheelbarrow act and run that at a snail's pace. Saints preserve us from another such experience. When at eight P. M. we pull into Hilliard, wet, tired, and hungry, and find nothing but a fourth rate boarding house, for succor, you could knock us down with a feather. Our Expert weighs just ninety-four pounds, with its bountiful accummulation of mud, and we are about the size of our normal weight when leaving Herkimer. A change of garments, supper, and rest revives our drooping spirits somewhat, and after giving our Expert a good shower bath and rubbing down, are ready to laugh at the little bit of diversion thrown in our way. We find, after all, that we have struck tolerably good quarters, and retire to sleep the sleep of the just and righteous, in a bed, whose softness is to that of many of our fine hotel couches, as a sponge is to a cobblestone. At nine o'clock Thursday morning a terrifically hoten bod sufficiently dried up the root standard to the content of the sufficiently dried up the root standard to the sufficient to the suf sun had sufficiently dried up the roads to admit of fair riding and we pushed out of Hilliard on a fourteenmile run to Evanston, reaching there at twelve M. Dinner over, we beguile away two hours with Robinson's circus, which is raising pandemonium in this place to-day. All the country people for miles around must be generated here, for the place is virtually packed with ruralites and bucolites from the hillside, who push, jostle and tread on one another's toes in the mad rush to the pavilion. The way they gawp and laugh and chatter reminds us of a lot of wild apes let loose on a rampage. The whole place is alive with bustle and activity, and it only takes circus and menageries to thoroughly stir up the Western towns. At two P. M. we start out for Ogden, seventy-five miles away, but how we arrive will be disclosed later on. Wyoming takes the ribbon thus far on bad roads, while York State holds the palm on good ones.

EVANSTON, July 14.

G. W. NELLIS, JR.

Now is the time, in particular, When the festive young rider bicycular, Strikes the stone rockular, In a way jockular, And, losing his pose perpendicular. Alights on his northeast articular. -Puck.

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# BICYCLE STOCKINGS.

The attention of the wheelmen and the trade is kindly called to our new Self-Supporting Stocking. This cut gives a correct description of this stocking and its design, and needs no argument to show that they are the best thing that has been made for holding the stocking in position. They are Ribbed, Jersey-Fitting, and very elastic, regular made, double heel and toes. The form and proportions of the foot, heel, toe, ankle, calf and leg are perfect, as represented in the cut, and there is no better-made or better-fitting stocking in the market. The part above the stocking for holding it in position is made of cotton or wool, thin or heavy, as may be desired, and comes up and fastens around the waist, same as tights, and holds the stockings where they belong.



Price, \$2.25; without double heel and toes, \$2.00; or stockings without supporters, \$1.50. Send us your order for either of these, with color, size of foot, and length from bottom of foot to waist, and post-office order for amount, and we will send same by mail or express to any part of the country. We will guarantee perfect satisfaction, for we know they are the best thing of the kind ever invented.

A. G. SPALDING & BROS., 241 Broadway, - - New York City.

#### WHEEL GOSSIP.

The Ohio Division held its annual meet July 26, 27 and 28.

We are prepared to forgive the Bi. World that little Bassettism, but don't do it again.

A German rublishing house has purchased the privilege of translating Stevens' book into the Ger-

The citizens of New Rochelle will shortly vote on a proposition to raise \$5,000 to macadamize her

M. A. Munson, alias "Stamson" and "The Solitary Club," sailed for Europe on July 5. He will tour on the continent for several weeks

The idea of building a cinder path from Westfield to Philadelphia is again revived. Experts pronounce it impossible and impracticable.

The Overman Wheel Company are fitting up a tricycle, especially for the use of a Brighton District Postman. Score once again for utility.

Some notes on the roads of Long Branch, Asbury Park and the neighborhood may be found in '' Jonah's" notes. May "The Whale" come again.

The July number of the American Wheelman was newsy and superbly printed; quite beyond any previous number of the paper. The cycling press is looking up.

Chas. P. Daniels, who so successfully trained the Victor team last Fall, has been retained by the Gormully & Jeffery Manufacturing Co. to look after some of its flyers.

LONDON, July 21, 1887.—W. J. Morgan, the New York bicyclist, has broken the world's record for a quarter of a mile, having made the distance in 331/2 seconds. - Cable.

Sidney Lee, manager of the largest second-hand wheel headquarters in London, will pay a threemonth's visit to this country next Spring. It is possible he may settle here.

The cyling trade in London is massed on High Holborn street. Here all the great houses have London agencies. At dinner the men gather at a certain restaurant and discuss trade.

George W. Nellis, Jr., is touring across the continent alone. Mr. C. T. Gray, who was reported

as accompanying him, rode with Mr. Nellis across Illinois and then left him, being unable to continue

At a party recently given by a Lady Roseberry, the gentlemen appeared, by request, in frock coats, white vests and knee-breeches. Lady Roseberry is attempting to introduce the knee-breeches for full-dress wear.

The Orange Wanderers have decided to hold a race-meet on the Roseville track, probably on or within a week of August 27. Dr. Sanger is Chairman of the Committee. The club has just elected five new members, making sixty all told.

At some sports held at Cape May, on Saturday last, L. J. Kolb, South End Wheelmen, of Philadelphia, won the 600-yard bicycle race; time, 55s.; C. S. Stevens, Millville B. C., 2d. L. A. Howell, Millville B. C., won the mile bicycle race; time.

An Englishman tells us that London presents a remarkable sight these Summer nights. Late at night the wheelmen come swarming into the city from their evening spins. The safeties predominate, and they glide over the smooth pavement like magic.

Eight members of the Capital Bicycle Club will start from Baltimore on August 5. They will take the steamer to Boston and will go on to Martha's Vineyard (Cottage City) where they will be quartered in the cottage of H. S. Owen. The party will be met at Boston by Charles Richards Dodge.

It is rumored that the Kings County Wheelmen are on the lookout for a plot of ground on the outskirts of Brooklyn, on which to build a first-class cycling track. It would seem that the only successful way of running a track is to build it on some grounds already constructed. This would save considerable, and besides, a week's work would get it into good condition. The Brooklyn Jockey Club track, Jerome Park and the Polo Grounds are the only available sites we know of where a track could be built of, where a track could be built.

A party of the East Cambridge Club have projected a novel outing for August, They have engaged a mountain wagon and will start from Haverhill, Mass., on August 1, driving up the Merri-

mac Valley, through Franconia Notch to Mount mac Valley, through Franconia Notch to Mount Washington, which they hope to reach on Sunday, August 7. The return will be made via Crawford Notch and North Conway. The following members have already signed for the tour. Fred. E. Lunt, H. A. Lienhard, J. Baker, W. D. Wheeler, Charles Singleton and E. W. Callahan.

Thomas Stevens has an interesting column on "Dudes" in the New York World of July 24. Thomas describes the dudes of the Orient, describing the affectations of the species of different countries. There is the Hungarian dude, who is anxious to be considered a "sphort," and who has his Sunday vest decorated with a bicycle, a dog or a horse. There is the Magyar dude, who wears a billy-cock hat adorned with peacock plumage, a variegated silk neck-handkerchief, white pantaloons with embroidered buttons, coming just below the knees, and so full as to resemble skirts. This remarkable outfit is completed with a pair of shiny top-boots. Mr. Stevens goes on to describe the Roumanian dude, the Grecian dude, and the dudes of Constantinople and Russia.

There have been rumors to the effect that the manager of a New York bicycle firm, and a certain tournament at Roseville on August 27. The rumor was founded on the fact that the editor of mor was founded on the fact that the editor of this paper proposed giving a first-class tournament at Roseville on August 27. None of the clubs seemed likely to give a tournament, a number of wheelmen were in training, the trade advised that a tournament be held, and altogether, ye editor felt that a first-class race meet could be run without any loss, even if money could not be made. All arrangements were knocked in the head by the terms demanded for the use of the track, thirty per cent. of the entire gross receipts of the tournament. As it would have cost some \$800 to have run the tournament, and as the receipts in all ment. As it would have cost some \$800 to have run the tournament, and as the receipts in all probability would equal this amount, the Association was virtually demanding \$240 for the use of the grounds. An offer was afterwards made to lease the grounds for \$100, but when this was received it was too late to go ahead. We regret that the racing men and our many friends should be disappointed, but the terms proposed by the Association made an absolute loss a surety. ciation made an absolute loss a surety.



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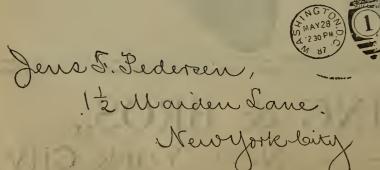
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#### THE KANSAS MEET.

The Kansas Division, L. A. W., held its annual

meet at Paola, on July 19 and 20.
On the evening of the 18th the trains brought in a large number of wheelmen. Professor C. H. Ley gave a fine exhibition of fancy trick riding this evening in front of the park. Nearly the whole town was present and witnessed the exhibitions. The Paola band furnished excellent music during the performance. Afterward a promenade concert took place in the park.

#### FIRST DAY, JULY 18.

The early trains brought a large crowd of wheelmen from all over the State. The morning was devoted to the business meeting held at the Opera House. The meeting was called to order at 9:30 by Vice-C., C. S. Davis of Junction City. The roll call showed thirty one wheelmen present. either in person or by proxy. The Committee on Credentials, Messrs. Candy, Pulsifer and Phillips, examined the proxies, reported them all favorably, and were discharged. Secretary read minutes of previous meeting held at Junction City September 22-23, 1886. Chairman read letter from C. C. explaining his absence. The Secretary-Treasurer then read his report, showing a cash balance on hand of \$21.43, and assets, per amount due from The early trains brought a large crowd of wheelhand of \$21,43, and assets, per amount due from Secretary-Editor Bassett, amounting to \$39.69. The membership had increased from seventy in September to one hundred and twenty-nine to

It was moved and seconded that the state be redistricted, which was carried, and the chair appointed the following wheelmen on the committee: Messrs. W. G. Phillips, Paola; W. J. Bates, Topeka; W. C. Schott, Leavenworth; C. N. Brown, Ottawa, and H. H. Everest, Wichita.

The Chairman of the Racing Committee, C. A.

Davis, made a report, stating that the National Racing Board had located national ten-mile state championship with the Central Cycling Club, to be contested September 22, 1887.

Charles C. Candy was unanimously re-elected

Charles C. Candy was infaminously re-elected Secretary-Treasurer.

The following wheelmen were elected members of the Racing Committee: O. C. Bradley, Ottawa, Chairman; W. H. Taylor, Topeka; W. C. Schott, Leavenworth; C. S. Davis, Junction City; J. H. Everest, Lyons.
C. S. Davis was unanimously re-elected Vice

Consul.

The balloting for Representative resulted as follows: A. J. Henley, Wichita, 11; C. S. Davis, Junction City, 20. Mr. Davis' election was made unanimous.

On motion of Mr. Candy, article 2, section 2, offered the following amendment to the constitution and by-laws, and was carried:

Strike out balance of section after word 'and' in third line, substitute therefor 'shall be allowed to vote proxies to the number of ten.

On motion, Topeka was declared the place of holding the meet. Adjourned.

#### THE RACES.

The result of the races, which were very enjoya-

The result of the races, which were very enjoyable, was as follows:

One-half-mile, Novices—E. R. Jewett, Leavenworth, 1:32; D. B. Hall, Kansas City, 2d; H. H. Everest, Wichita, a poor third.

One-half-mile, Open—F. S. Ray, Kansas City, 1:29; Harry Gordon, St. Louis, 2d, by a length; D. B. Hall, Kansas City, 3d. A good race between Pay and Gordon.

One hundred yards, Slow Race—Harry Gordon,
Ist; H. G. Stuart, Kansas City, 2d; F. S. Ray,
3d. All fell but Gordon.

3d. All fell but Gordon.

One-half-mile, State Championship—E. R. Jewett, 1:40½; H. Hale, Junction City, by three lengths; H. H. Everest, 3d.

Three-mile, Open--Harry Gordon, 14:41; F. S. Ray, 2d, by a length; C. B. Ellis, Kansas City, a poor third.

The races concluded with a farcy riding exhibit

The races concluded with a fancy riding exhibition by Harry Gordon, which was well received.

In the evening all the wheelmen were provided with conveyances and made a trip to Paola's natural gas wells. The ride was enlivened with cycling club songs, by the wheelmen. On reaching Boone's gas wells a fine display was made. The intense light had the effect of making the faces of the wheelmen account of the wheelmen accounts a charge of the wheelmen accounts of the wheelmen accounts a charge of the wheelmen accounts are charged to the charge of the wheelmen accounts a charge of the wheelmen accounts a charge of the wheelmen accounts are charged to the charge of the wheelmen accounts are charged to the charge of the of the wheelmen assume a ghastly effect. After giving a rousing, "What's the matter with Paola's natural gas wells?" "It's all right!" by the wheel-

were in excellent shape. The insane asylum was reached, and, through the courtesy of the warden, the cyclists were shown through the male wards. The asylum is a model of neatness. Afterwards "Kid" Gordon gave a fancy trick riding exhibition for the amusement of the poor unfortunates. One lunatic in the yard was particularly pleased, and endeavored to throw his hat over Gordon's head, at the same time becoming frenzied with exciteat the same time becoming frenzied with excitement. He was taken in charge by the guards and the excitement quickly subsided. The run was continued on to Osawatomie, where the wheelmen were greeted by the music of two excellent bands—white and colored. After another exhibition by Harry Gordon, of St. Louis, the wheelmen sat down to an elaborate dinner, tendered the visitors by the citizens of this historic little village. The menu was a fine one and the wheelmen astonished the wasta line one and the wheelthen astolished the waiter by their voracious appetites. A short run to John Brown's monument in the suburbs of this little village, and the mayor of the city delivered an address, giving in detail the history and struggle of the patriot to make Kansas a free state. At the conclusion of the address, "John Brown's Body Lies Mouldering in the Grave" was sung by all the wheelmen. The return to Paola eight miles, was made in forty minutes, which is exceedingly good time for a large body of wheelmen.

#### THE RACES.

Below is a summary of the races run off in the afternoon:

One-mile Championship of Kansas City.-

One-mile Championship of Kansas City.—F. S. Ray, 3:07; Fred Ranney, by five lengths; H. G. Stuart, 3d; J. A. De Tar, o.
One-half-mile, Hands Off.—H. Gordon, 1:33; De Tar, 2d; C. S. Davis, Junction City, distanced.
One-mile State Championship.—E. N. Jewett, Leavenworth, 3:07; H. S. Hall, Junction City, by two lengths; H. N. Everest, Wichita, close up.
One-half-mile Safety.—H. Gordon, 1:36 1-2; J. C. Higdon, Kansas City. close up; E. C. Rhodes, Kansas City, distanced.

Schools, Kansas City, close up, E. C. Rhodes, Kansas City, distanced.
One half-mile Boys.—C. Wheeler, 1:55; J. Cummings, 2d; F. Wheeler, o.
One-mile Open—F. S. Ray, 3:08; R. B. Hall, 2d.
Gordon gave an exhibition of trick riding, and

Gordon and De Tar wound up with a fine exhibition of double fancy riding.

In the evening a banquet was given the wheelmen by the young ladies of the city, at which the

prizes were presented.

#### A NOVEL IDEA AND A GOOD ONE.

It is axiomatic that the more wheelmen there are the better the chances for the full and complete enjoyment of cycling.

By complete enjoyment, we mean, ridable roads throughout the entire country, attention paid to the comforts of wheelmen, efforts to properly feed and lodge them on the road, and to cater to their

This being the case, every new recruit should be regarded as a little step forward towards that ideal time when the full utility and pleasures of the wheel will be developed. For the time will certainly come; but what interests us most is that it shall come in our day, while we are yet full of the thing called life; not when we are grandfathers or choristers.

For this reason every effort to spread a correct knowledge of wheeling as it is, not as most people think it is, should be encouraged in the strongest

In the past by far the larger part of this mission-ary work devolved on the manufacturers, and many thousands of dollars were spent in educational pamphlets. At present neither the manufacturers or others interested in the sale of wheels, nor the wheel public make any noticeable effort to spread the Gospel.'

All this for the purpose of rousing both the suppliers and the supplied to a proper sense of their duty, and of showing the latter, at least, how they can discharge that duty.

can discharge that duty.

At their last meeting, the Brooklyn Bicycle Club made a decidedly original departure, by resolving to publish an educational pamphlet, and appointing a committee to get up the same. They will be given to the members of the Club, who will doubtless use them to the best advantage.

An enthusiastic member of the committee explained to us in what meaner much good would

plained to us in what manner much good would natural gas wells?" "It's all right!" by the wheelmen, the return to the city was made in good order.

SECOND DAY, JULY 20.

The event of the first half of the day, a run to Osawatomie was on the programme. The roads plained to us in what manner much good would be accomplished by these pamphlets. A member meets a friend on the ferry, the train, or in the "busy marts of trade." The friend is not well; don't feel strong at all, you know. Has a sick headache, a weakish stomach, is perhaps nervous, irritable, sleepless. You tell him to try the pana-

cea for every ill, the bicycle. He is incredulous, he sneers; he thinks he never could learn. You have but a moment to spare, so you hand him your pamphlet, and tell him to read it.

He learns that it does not take years and expert athleticism to learn to ride; that dyspepsia may be put to flight; that nerve and physical equipose may be secured by the development of a rational appetite for food and sleep. He discovers that he can save money by riding a wheel; can dip further into the beauties of nature and enjoy the tonic of outdoor life oftener than is possible to the nonwheelist. And then the occasional good time he can have with the "boys," at the dinner, the smoker, and in the club room. Possibly he becomes a convert; possibly not, and if so, the club has lost a steenth part of a cent, which represents the cost of one pamphlet.

We wish the Brooklyn Club success. Other clubs should do the same. The cost of producing the tract will be greatly lessened if you can induce your club outfitter, caterer, or even the local cycle dealer to print his card on the last page.

#### MONTREAL NOTES.

In common with the rest of the country, this city has felt the effects of the severe continuous heat of the past month. It is, however, quite cool in the early mornings and after sundown, when it

Last Sunday, the Ilderan Bicycle Club (of Brooklyn, N. Y.) tourists reached the city and were welcomed by members of the Montreal Bicycle Club. Monday morning we took a number of them out for a run through the Mountain Park, which is our choicest bit of wheeling hereabouts.

A Star machine ridden by one of the visitors excited the curiosity of a number of local riders who had never before seen the "grasshopper.

The Ilderan boys speak enthusiastically of the splendid time they have had from the start. From here they take the G. T. R. to Plattsburgh, and from there will wheel to Ausable Chasm. The party breaks up at that point, I believe.

Are many of your readers troubled with a frequent wearing out of the crotch of their breeches from chafing on the saddle? An idea lately struck me that as horsemen have strips of leather sewed in the crotch of their pantaloons to prevent wear and tear, there is no good reason why wheelmen should not adopt the same sensible scheme; so I have had a "sole-leather bottom" put in my put in my breeches, or to be explicit, an egg-shaped piece of thin calfskin sewed over the part where the greatest strain and wear comes. If properly put on it will hardly show even on light colored suits, and really it is of little consequence if it does. I find it works splendidly and can highly recommend the scheme.

Every wheelman is bound occasionally to be troubled by squeaks or rattling noises about his machine that are very annoying and difficult to locate. Perhaps my experience in that line may benefit some of your readers. A common cause of creaking is a lack of oil in the base-bearing of the head; to remedy, unscrew the lock nuts, lift the cone and pour a little oil in the bearing. bearing is made to fit so snugly that on the average machine the oil fails to reach it unless applied as above. Another but less common cause of creaking is a looseness of the nuts that binds the forks to the bearing-box. Sometimes a squeak is caused by a lack of oil in the bearing parts of saddle-spring or saddle. At one time there was a rattle about my wheel which took a long time to locate. The leg guard would strike the backbone at every rut or lump in the road. I repeatedly dismounted and examined the wheel throughout; would roll it about by hand but no signs of a noise, but the moment I mounted the noise recommenced. When at last I discovered the fault, one slight blow of a hammer on the guard close to the forks cured it effectually.

Two wheelmen were one day passing through a quiet street, Indian file. The rear man was a strongly built athlete with a well developed pair In a vacant lot they chanced to pass were two boys playing with backs to the road; suddenly one of them saw the wheelmen and in an excited manner yelled to his companion: "Oh, say, Jim, look at that man's hind kgs," (meaning the hind man's legs).

I have begun a crusade in the newspapers

against the Montreal Road Department for its adominable method of making and repairing so called macadam pavement. Their plan is to cover the roadway with coarse broken stone and level it over with loam. The latter, of course, washes out and leaves the worst kind of a stony uneven road-

Saturday afternoon, the 23d, the Montreal Bicycle Club held a handicap eight-mile road-race. This event was the first of a series of three races for some handsome prizes. The winner will be for some handsome prizes. the rider who wins a plurality of points in the three events. As seven prizes have been offered good races are guaranteed. There were ten starters in the above event, E. P. Baird being on scratch, the back start men having three minutes and the limit men seven minutes. Baird had caught them all at seven miles and rode behind Eddie Barlow and "Koko" Palmer, intending to spurt to the front at the finish, when, on suddenly rounding a curve, the officers at the finish were seen but thirty yards away, and though the scratch man struggled to get to the front it was too late, and Barlow won by a yard in thirty-three and a half minutes actual time. Baird second by a yard in twenty-seven minutes; Palmer third by a wheel. When the race started none of the competitors knew the exact finishing point, and the officers at the finish neglected to have a man stationed at a reasonable distance to warn the competitors.

Tuesday, July 11, the M. B. C. had another hill climbing contest up Cote-des-Neiges. A. T. Lane, on a geared safety, was the only man to reach

#### ALBANY JOTTINGS.

A RUN TO PITTSFIELD, MASS.

As a result of the passage of the "Liberty Bill," new interest has been awakened in this city and many new riders are noted daily, among them a large number of elderly gentlemen and some

Nightly the park is thronged with wheels, among the new arrivals being two "Rudge Bicyclettes," two "S. S. S." tricycles, a "tandem," countless "Pony Stars," over twenty of the latter having

been sold here this season.

On the Sunday preceding the Fourth six of the Wheelmen, under Captain Bradley and Lieutenant Irving, including the writer, left here for Pittsfield, Mass., over the Berkshire Hills, having a very enjoyable ride of thirty-five miles, arriving the afternoon, where they were taken in hand by the Berkshire Co. Wheelmen, who made it decidedly interesting for them on the Fourth, wheeling to Pontoosac Lake with a sail on the steam catamaran, viewing the parades and base-ball game and winding up with fireworks in the evening. It was a great day for Pittsfield, and the vis-

Two of the party trained it home that night for business, the other four staying and riding to Great Barrington, twenty-two miles, over the hills to Hudson, twenty-eight miles, and from there home

by train.

At the request of the Pittsfield boys, Captain Bradley, of the Wheelmen, called a run for last Sunday, to which three members responded, taking train to P. on Saturday afternoon, where they were met by President Kennedy, of the Berkshire Co. W., who showed them around and leaving them at their hotel, bade them be ready to start at eight A. M. the following morning. At the appointed time six of the Berkshire boys rode up to the hotel and a start made for Great Barrington, the morning ride. The road to Lenox was rough and hilly, but the view from the rear of the cemetery of the town and valley amply repaid for the hard climb, Lenox being a prominent Summer resort where Mr. Pulitzer, of the New York World, and many wealthy New Yorkers have their elegant residences.

From there to Great Barrington the roads are magnificent, nearly all down grade through the Housatonic Valley, the scenery being grand beyond description and must be seen to be appreciated. Arriving in time for dinner, after a long rest and inspection of Mrs. Hopkins \$2,000,000 manston, the three Albany boys said good-by to the P. delegation who were to return and set out for Hudson. After riding four or five miles of good road, nearly all level, the mountains were ascended when a grand view of the surrounding country was had and the descent begun, and it was a descent for about twenty miles with very few

hills and the finest roads it has ever been my pleasure to wheel over, which is saying a great deal as I have ridden on the sand papered Boston and St. Louis, and many other good roads.

Just outside of Claverack we met Messrs. Earens Barringer of the Hudson Club, who piloted us safely to the Worth House, where we partook of a hearty supper and had the great pleasure of meeting the tourists from the L. I. W. of Brookyn, Dr. Buddington and Messrs. Warburton and McEwen, with whom we spent a sociable evening, taking late train for A., after a ride of just fifty miles for the day, through a beautiful country and over nearly perfect roads.

The Bicycle Club spent the 4th in large numbers at Valatie Kinderhook, painting the town red, white and blue, and making fun for the natives. This club is fast running to a sociable one again after their late unpleasantness with their convivial members, and bid fair to have a reputation of the

same nature of events.

The Wheelmen are rapidly increasing their membership, electing three at their last meeting and appointing a committee to get up a race meet in the Fall. Harry L. Burdick of this club has been in active training for some time, and has challenged Kavanaugh the noted Cohoes flyer, and

the race is soon to come off.

League members are anxiously waiting for the
Committee on Division Meeting to make a report, as they are fast making preparations for taking their vacations. Come, Mr. Owl, wake up and hoot.

Toller.

#### THE ILDERAN TOURISTS.

The party left Kingston on the five A. M. boat. Now the Thousand Islands hove in sight. w. J. Savage, left us amid the farewell cheers of the party. Round Island was reached at seven A. M. The wheelmen formed squads and each followed out his own ideas about having fun. Some went fishing, others rowed, others took a four-hour sail on the "Island Wanderer" through the Islands.

In the afternoon a series of athletic contests were run off. There were eight hundred spectators, collected from the hotel, cottages, and those of the neighboring Islands who had heard of them before hand. The following were the events: Half-mile bicycle race, E. Hornbostel, Jr., 1:45; half-mile bicycle race and run, Candler, 2:30; wheelbarrow race, Hayes; one-hundred feet bicycle slow, N. Rogers; three-legged race, Mettler and Overton.

There is a half-mile dirt track on the east side of the hotel; it is a poor substitute for a racing track; on this the games were run off. In the evening a

hop was given to the wheelmen.

At seven A. M. the next morning, Saturday, July r6, the wheelmen left the place; N. Rogers leaving the party. Two others remained behind who had resolved to spend another day at Round Island. The party intended to steam to Prescott, and wheel from there to Morrisburg, twenty-two miles.

Messrs. W. Miller and E. Hornbostel, Jr., left the boat at Brockville, thirteen miles west of Prescott, and accomplished the distance in an hour and a quarter, rejoining the party at Prescott, shortly after the arrival of the steamer. The road between the two last named points was as good as any we

The road from Prescott was poor, and the weather was very warm, so that when Cardinal, eight miles, was reached, it was resolved to stay there for dinner and take in the local ball game. game was good; very good, the players disputing

with the umpire every time.

Train was taken to Morrisburg, where we remained over night. Here the Long Sault Rapids commence. We chartered a steamer, the "Alert," to take us to Cornwall, as it was Sunday, and the tourists thought that rest was proper caper. At Cornwall the line steamer was taken; the steamer took us down the Cedar Rapids, and the famous Lachine Rapids, the most formidable and awe-in-spiring of all. It is useless to attempt to describe scenery, but the Rapids were truly grand. Should the pilot lose his head while going through; several hundred lives would be lost. The boat dashes be-tween rocks scarcely five yards from its sides. The fall is something like ten feet. The boat dashes be-

At Montreal the tourists were met by several members of the Montreal Club, who escorted them to the Windsor. Montreal streets are mostly all macadamized, though a few are asphalt. The party went to bed early, as everyone was tired offer the day's inverse, the second of the second o

after their day's journey.

The Windsor Hotel is the grandest of all hotels

in the U. S. Living here is a joy. A slight whistle or motion of the head makes three or four men hustle, everything is done for the guests.

Monday, July 18, was spent in doing Montreal. In company with several members of the M. B. C. they were shown the club-house and the Mount Royal Park. This Park is on the top of a large hill, overhanging the city. It consists of five hundred acres of natural wood land. An elevator takes one to the top, and then the wheelman can coast all the way down, winding along the hill. We visited the Athletic Club House, passed historic ruins, in short, took in everything.

The tour had now come to an end. Farewells

were given at the Windsor at four P. M., when the tourists left for their several destinations. stopped at Plattsburg and took in Ausable Chasm, others steamed down the lake and then wheeled

The tour was a grand success; the party was just the size to be easily accommodated; there was no scorching; no disagreeable temperaments were in our party; there were no delays; everything ran off smoothly. Much credit is due to Mr. R. L. Calkins for his able management,

But one thing I would advise the tourist to do:

Bring along your own tools and oil. The writer

d not bring them along, and was a sufferer. The mileage was near three hundred miles.

PLATTSBURG, July 19. INDEPENDENT.

#### TWO BOSTON CYCLISTS RIDE TO WASHINGTON.

Messrs, A. D. Peck and J. M. Burr covered three hundred and thirteen miles on their recent trip. They wheeled from Boston to Washington, and returned by steamer.

The start was made from Mr. Peck's house on June 30, at 6:15 o'clock. The first stop was made at Canary Cottage, Milton, where the tourists remained over night, the guests of the Massachusetts Club. A start was made at four A. M. the next day, amid the cheers of the cottagers. The route was through the cheers of the cottagers. The route was through Mill Village, Dedham, Norwood and Walpole. At Walpole, where they stopped for breakfast, the tourists were joined by W. H. Bunting, who was to accompany them to New York.

At North Attleboro, a stop was made at the house of Mr. O. W. Clifford, where the guests enjoyed a hose bath. From this place the train was taken to New London. The day was spent at the college boat races, and next morning steamer was taken for Greenport, L. I. The tourists report the roads on Long Island very bad. After riding from Greenport to Mattituck, they concluded they had had about enough of them, and so took train to within four miles of Patchogue. These four miles they were compelled to walk, and these proved a tiresome tramp.

At Patchogue, they met a number of New York

and Brooklyn club members, who had ridden over to spend the "Fourth;" dinner was taken at Amityville in company with a party from the Brooklyn

Club, and the night was spent at Jamaica. Bunting left the party at Flushing.

On Monday we rode through East New York to Prospect Park, Brooklyn, and then to New York and the Astor House, where we arrived looking more like dead-broke tramps than anything else. Our appearance created a big sensation, and no doubt everybody was duly impressed with the beauty of our costumes, which consisted of dusty tights and a huge helmet, with a pongaree hanging down behind.

We visited the Eden Musee in the afternoon, where one of the party got up a desperate flirtation with a beautiful lady in a hammock. She turned out to be only wax, however, and the damage done was soda water for the crowd. All the bicycle club houses were visited, and the next day we were entertained at dinner by W. H. De Graaf of the Harlem Wheelmen. The other sights of the town were also seen, including the New York Athletic

On Wednesday we went to the Oranges, and the next day, under the escort of several members of the Orange Ramblers, rode to Plainfield for dinner, and then continued to Summerville, where we had to wait until eight o'clock the next morning for our baggage, which had been sent ahead by express. We had dinner that day at Hopewell, where our

machines created unbounded wonderment. natives gathered about us in swarms, and deluged us with questions. We satisfied them with such veracious statements as that the cost of a nickelplated bicycle was \$1,200 and that the average rider could cover more miles in a day upon one of

them than could the average Jersey steam car.

At dinner we were waited on by a gentleman in

a flannel suit, with sleeves rolled up, and long cowhide boots, in the tops of which were pushed his trousers legs.

That evening at Trenton we were most hospitably entertained by members of the local wheel club. Captain Crozer and Secretary Whitehead took us for a drive all around the city. The next day we went to Philadelphia by train. We saw about all there was to be seen about the Quaker City, and took a ride through the park. In order to obey the laws, we carried with us a huge cow

Monday afternoon we took the train for Washwhorday attention we took the train for washington, where we were received by a number of wheelmen, who took us to the Capital and Cycle club rooms. Some of them promised to escort us the next morning to Cabin John's bridge, but they failed to show up, and we started off on our own hook, visiting the various places of interest about the city.

That evening several riders took me to the Soldiers' Home for a lively "scorch." I should judge their intention was to try and break me up from the great exertions they seemed to be making Beers remained at the hotel, not feeling very well.

We visited the Luray caverns the next day, and on the following took the train for Baltimore. We undoubtedly received the best treatment here of anywhere on the tour. Every wheelman we met seemed to be impressed with the idea that he could not possibly do enough for us, but, nevertheless, was going to make a most heroic effort in that line. We had scarcely arrived in the city, when a cyclist rushed up to us and asked if we were League members. On being informed that we were, he insisted upon us visiting his club, the Ramblers. We also went to the Maryland clubhouse, where we received royal hospitality. I drank eleven ginger ales in a single hour. Had they been anything else the result would have been disastrous.

We are indebted for kind favors to all the wheelmen we met, but we feel under especial obliga-tions to Samuel T. Clark, President Harry Brown, Captain Harry Canfield, and Lieutenant Le Cato, Chief Consul Bartlett and Mr. Norris. They took us Thursday morning in a carriage to Halstead's, the cyclists' favorite run, where they gave us a splendid breakfast.

We took the steamer for Boston the next day, and had a delightful sail home.—CAPT. PECK, in Baston Globe

#### ENGLISH RECORD-BREAKING.

ONE-MILE TRICYCLE, 2:41 3-5—ONE-MILE TANDEM, 2:38 4-5.

On Friday, July 8, two attempts at record breaking were made at Long Eaton, England. Pem.

Coleman timed, and about a thousand people witnessed the butts with the scythe-bearer.

The first attempt was made on the one-mile amateur tricycle record, which George Gatehouse, of Cambridge University, succeeded in covering by 5 1-5 s. Appended is a summary:

PF	RESENT EECORD.	PREVIOUS RECOR
	M. S.	M. S.
¼ mile	*41 <sup>3</sup>	43
½ mile	I 22 <sup>3</sup> / <sub>5</sub>	43 *1 22 <sup>3</sup>
34 mile	*2 02	2 04
ī mile	*2 41 <sup>3</sup>	$2.46\frac{3}{5}$
	* Denotes reco	ord - "

Dr. E. B. Turner and E. Kinderlen then had a go at the one-mile tandem record, which was also roused. Summary:

PRESEN	T RECORD.	PREVIOUS RECORD.
	M. S.	M. S.
¼ mile	. 418	*41
½ mile		I 21
3/4 mile		2 04
I mile		2 47 <del>1</del>
* D	enotes reco	rd.

At the London B. C. sports, F. J. Osmond won the mile in 2:43. E. M. Mayes won the half mile in 1:19 1-5.

Illston breaks the half-mile record.-Illston breaks the half-mile record.—At Coventry, on July 8, W. A. Illston rode third in the half mile handicap, riding the full distance in 1:14, beating record by 2 1-5 seconds. E. M. Mayes, 25 yards, won the race in 1:13; J. H. Adams, 10 yards, second, by two lengths. In the mile handicap Adams rode fifteen yards behind 2:34 4-5. Illston rode a heat in the half in 1:14 3.5; Adams also won a heat in 1:16. -At Covenalso won a heat in 1:16.

"Bob" English rode twenty and a half miles in the hour, at North Shields on July 11.



#### HON. JACOB A. CANTOR.

When the wheelmen's bill of rights was introduced into the legislature of New York, an alarm was sounded in the municipal halls of Gotham, and certain officials of high degree used the public press in this city in making an outcry against what they termed an interference of "Hayseed" legislators with the affairs of the metropolis. An emissary was at once sent to Albany to give voice to their protest, and it was then found, to the to their protest, and it was then found, to the amazement of the city authorities, that so far from being a rural measure, the bicycle bill had been introduced by a member who represented the very heart of the city, of New York,—who was in many ways their political confidant and co-operator,—whose district included one-half of Central Park itself, and whose championship of the bill was bound to insure for it a respectful consider. was bound to insure for it a respectful consideration at every stage of its progress through the law making departments of the State.

And so it came to pass that the liberty bill was known at Albany as the "Cantor bill." Upon all

sides were found legislators with inherent pre-judices against the use of the bicycle, and in many cases where argument failed to induce conviction, the men were won to a neutral position simply by their knowledge of the fact that the special cham-pion of the bill was the genial, able and popular

Jacob A. Cantor.

It will probably never be known to wheelmen, how much pressure Mr. Cantor had to withstand from the circle of his own political friends; but it may be safely said that no means were left untried by the officers of the New York City Government to induce him to abandon his support of the bicycle to induce him to abandon his support of the bicycle bill. Against all this pressure, his clear understanding of the facts and his ample knowledge of the law made him more than able to prevail. "This bill," said Mr. Cantor in argument, "simply defines the vested rights of the citizen. There is nothing against it except the bias of popular sentiment," and upon that rock he stood. Let this be ever remembered to his credit. Few men in public life have the courage to do right at all hazards. life have the courage to do right at all hazards; traffic on the driveways of Central Park. By this few are the possessors of that fortitude which can-

not be shaken by laughs and sneers; but in an eminent degree these qualities of courage and fortitude should, in the estimation of every wheelman, be ascribed to the subject of this sketch.

Mr. Cantor is a young man, being now in his thirty-third year. He was educated in the public

thirty-third year. He was educated in the public schools of New York City; spent several years in the law offices of Hon. Wm. Ware Peck (now Judge of the U. S. Court in Montana), and with the law firm of Webster and Crang, of New York; the law hrm of Webster and Craig, of New York; has had a valuable experience in connection with the World newspaper, under the direction of Manton Marble; graduated with honor from the University Law School in 1875, and has since carried on a successful and active practice of his profession in this city. Mr. Cantor is a prominent member of the New York Press Club and a public speaker of exceptional merit and valuable experience. He has been elected to the Assembly for ence. He has been elected to the Assembly for ence. He has been elected to the Assembly for three successive terms, his last election being declared by a plurality which nearly quadrupled that which he received in either of the previous years. Mr. Cantor's success in securing the passage of bills, which are directly beneficial to the citizens of New York, has given him a wonderful popularity among the people of this city, which was exemplified by a large public meeting held in his honor on the 24th of last month. It is generally conceded that Mr. Cantor will receive the Senatorial nomination in the Tenth District next Fall.

Let every wheelman remember that human

Let every wheelman remember that human rights are at the foundation of all good politics, and fights are at the total and the state of this principle gave to us the "liberty bill" is well deserving of the state of th our substantial endorsement and support.

#### THE HISTORY OF THE LIBERTY BILL.

During the early days of cycling in New York city, Mr. Lane, a member of the Board of Park Commissioners of Central Park, offered at a Board meeting a resolution that was unanimously carried, and became one of the ordinances regulating traffic on the driveways of Central Park. By this

cycles and tricycles from the use of the drives, cycles and tricycles from the use of the drives, under their jurisdiction, although they had been declared by the Courts of England, by common law of the United States, and the Secretary of the Treasury, to be pleasure carriages, while it is a fact that these same drives were specialty created for the use of pleasure carriages by the Legislature. The wheelmen of New York State at that time were few and far between, but nevertheless an effort was made to test the constitutionality of this ordinance. In test the constitutionality of this ordinance. In this the wheelmen were unsuccessful, and the case was lost after it had cost many thousands of dol-The details of this case are so well known that it is superfluous to mention them here.

At the time of the League meet in New York, in

1883, the Park Commissioners voted to allow the parade on the West Drive, and from this time certain concessions were made, through the influence of the League meet, and though a prominent wheelman, a member of the Citizens Club, who had influence with the Board. The concession then made allowed wheelmen riding bicycles the use of Riverside Drive. After some months had elapsed, an effort was made to secure the West Drive at all hours for both bicycles and tricycles but a compromise was made allowing the use of the West Drive from twelve midnight to nine A.M., between 59th and 110th streets, and at all hours

between 59th and 72d streets.

Although at intervals a committee from the Citizens Club have called upon the Park Commissioners for the purpose of securing increased privileges, and a petition signed by hundreds of wheelmen and citizens was presented to the Commissioners asking for the West Drive at all hours, yet all appeals have been ignored, and the privileges granted to wheelmen in the Park remained as above stated.

When the present management of the New York State Division took charge of this branch of the League of American Wheelmen, a thorough investigation was made as to why this state of affairs existed, believing that it was unconstitutionall for any Board of Commissioners of any park to exclude bicycles and tricycles, when the drives were open at all times to the free use of other

pleasure carriages.

We found through investigation that the Park We found through investigation that the Park Commissioners of Central Park was a Board created by the Legislature of the State of New York, and the power that they enjoyed was delegated by that body. It was then apparent that permanent relief could only come through the Legislature. The matter was then immediately taken up by the Chief Consul of the Division, and the Chairman of the Rights and Privileges Committee, and a more thorough dissection of the laws mittee, and a more thorough dissection of the laws of the State of New York in relation to the use of vehicles on the highways and park driveways was made. During this investigation we found to our surprise that an ordinance existed in almost every city and township in this State, forbidding the use of velocipedes. These ordinances were passed some ten or fifteen years ago, but were still in force. We found then that the opening of the drives of Central Park to the use of wheelmen was a secondary consideration, and that our main object must be to secure the passage of a law which would wipe out the ordinances referring to the use of velocipedes, and establish the bicycle and tricycle as vehicles on the highways and park driveways of New York State by statute law. With this end in view the Chairman of the Rights and Privileges Committee drew up a bill, general in character, affording the relief desired. in character, affording the relief desired.

On April 12, 1887, the measure was introduced in the Assembly by the Hon. Jacob A. Cantor, Assemblyman from New York city, was read twice, and by the unanimous consent ordered to a third reading, printed and referred to the Committee on

Judiciary.

In the course of a week the committee reported favorably, and the bill passed the Assembly unani-mously. One Assemblyman, Mr. Shea, of New York, at the instance of the New York Park Commissioners, moved an amendment excepting Central Park; the amendment was not accepted, and the bill was passed in its original form. Immediately after passing the Assembly it was introduced in the Senate, placed in charge of Senator Edmund L. Pitts, President pro tem. of that body, and referred to the Judiciary Committee. Here the bill at once, and if they did consider the obleance, and if they did consider the bill at once, and if they did consider the bill at once, and if they did consider the bill at once, and if they did consider the obleance, and if they did consider the obleance is the bill at once, and if they did consider the obleance is the part of the committee did not consider their objections valid, they would report favorably on the bill at once, and if they did consider the obleance is the part of the

jections valid, they would notify the promoters of the act and give a public hearing. The Park Com-missioners filed their objections, but the committee did not consider them valid, and therefore they re-ported favorably at once. The measure passed the Senate twenty-five to two. Senators Daly and Dunham, of New York, voting in the negative.

Speeches in favor of the bill were made by Senators Pitts, Comstock, Fassett, Coggeshall, Mc-

Millan, Raines and Parker.

The bill now only needed the Governor's signature, and we thought this would be easily obtained, and our work about over, but we were mistaken. Here developed all the strength of the opposition. The New York Park Commissioners now thoroughly alarmed and enraged at what they termed was a special attack on their management of the Park, brought all possible influence to bear on the Governor. Letters objecting to the passage of the bill, from the heads of the different city departments, the Mayor and other prominent citizens were sent him. An objection was filed, and a public hearing demanded. This of course the Governor was bound to grant, and delayed matters for several weeks, allowing the opposition to develop its strength. At the same time we were not idle and continued our warfare by bringing influence of the wheelmen to bear on the Governor from all sections of the state. During this hand to hand fight with the Park Commissioners we were enabled to see how weak they were, and how unable to cope with our organization. The bill was general in character, affording relief to citizens in all sections of the state, but the Park Commission-York city only. At the hearing before the Governor, about seventy-five wheelmen were in attendance. Park Commissioner Crimmins, Hon. John E. Devlin, a distinguished counsel in corporation cases, and Attorney Frank Scott, of the Corporation Counsel's Office, represented the opposition. Attorney Frank Scott opened for the opposition with an address in which he undertook to hold the wheelmen up to ridicule, saying that the gold braided uniforms, and variegated colors the gold braided uniforms and variegated colors might amuse the nurse maids, but would be dangerous to others who used the Park. This was the principle point of his argument, and we could see it fell very flat in the presence of the seventy-

Mr. Crimmins, while nervous and excited, presented their side much better, and to our surprise conceded all the points which we had prepared to argue. First, he conceded that bicycle did not frighten horses, second. that the drives were wide enough to accommodate the additional traffic, and third, that we had the legal right to the use of the drives, but his point was, that the "Liberty Bill," if it became a law would amend their power to such an extent that they could not properly regu-late traffic on the park drives, and must necessar-ily admit other forms of vehicles, among which was the four-in-hand, which for good reasons was then excluded. This point was a strong one and the best that they could have presented. Messrs. Potter, Pratt, and Luscomb, argued in favor of the bill, and certainly presented our side of the case in

a masterly manner.

After the hearing the Governor was interviewed by Messrs. Potter and Pratt, and at their request, allowed us three days to put in a brief, covering the court decision, and answering the argument made by Mr. Crimmins. This brief was prepared with great care by Messrs. Potter and Pratt, and gave the Governor a strong backing in law, and answered all the arguments made by Mr. Crimmins. This no doubt went a great ways in shap-

ing the final decision of the Governor,
When the Liberty Bill was first introduced in
the Assembly, many prominent wheelmen of New York city and state said that it would be impossible for our state organization to secure its passage, as we had no influence at Albany, and no means of obtaining the same. But the officers of the

to bring the full strength of our organization to bear on our Assemblymen, Senators and the Gov-ernor, and deluged them with letters, telegrams and personal interviews, until they would secure the passage of the bill, out of sheer desperation. We presented a petition over three hundred feet in length, and containing over 20,000 names; this petition was secured through our members. We had the bill mentioned favorably in the editorial columns of every paper in New York State, except the New York Evening Post, which we did not attempt to influence, generously leaving it to the opposition for their organ.

The press of the state, when once started, kept the ball rolling without further urging from us. I would state that the influence of the press in all sections of the state was secured through the representatives and consuls. As an illustration of what we can accomplish, through having a representative in every township, I would say that immediatety on the introduction of the bill in the Assembly, letters requesting consuls and representa-tives to have their local papers mention the bill favorably, editorials were sent, and inside of forty-York State contained such an editorial. This work is only equaled by the Associated Press. We had prominent men in all sections of the state write to their Senators and Assemblymen, and the Governor, asking them to approve the bill. We also secured letters from prominent men from all large cities in the United States.

From the time that the bill was introduced in the

Assembly until signed by the Governor, we kept up our warfare, never letting a day pass without doing something for our measure. By this immense activity we developed our strength, and our friends at Albany were not slow in seeing that this activity for or against a candidate meant

something on election day.

The writer is mindful of the fact that many able and energetic wheelmen throughout the state have done so much to insure the success of the "Liberty Bill," that a history of the measure would hardly seem complete without a special acknowledgment of their labor. It is only to be regretted however that their number is so great as to make a mention of their names impracticable at this time, but it may be regarded as an assurance that they are recorded as heroes in the great League battle of 1887, and that each and all will receive due credit if ever occasion shall make a special acknowledgment to their avail or advantage.

GEORGE R. BIDWELL.

#### COOPERSTOWN, N. Y., NOTES.

Mr. E. A. Hinds and two other gentlemen of Richfield Springs, N. Y., made us a pleasant call last Sunday. They ride forty-five-inch Pony Stars.
Several of the Club members took a run to Threemile Point, Ostego Lake, last Friday, and participated in the light fantastic.
Mr. Fred Jones of West Exeter, who rides a

fifty-six-inch Expert, was in town this week.
We had occasion to call on Mr. Geo. Hall, of
Cherry Valley, N. Y., last Tuesday, and found that

worthy instructing a two hundred and fifty pounder to master the wheel. Mr. H reports his riding school a success.

Next Sunday the Club goes up the west shore of Otsego Lake to the Springs and takes dinner there. Returning Canadarauga Lake. Returning home down the east shore of

Those who have examined the new line of wheels at the agency say that they are the finest

lot they have ever seen.

We may well say that Cooperstown, N. Y., is the best place for wheelmen to rusticate in the State, lying as it does in the beautiful valley of the Susquehanna, at the foot of Otsego Lake, no more lovely spot exists that is so well suited for the State Division L. A. W. Meet. Fine walks, excellent hotel accommodations, the best of boating,

of obtaining the same. But the officers of the Division thought different; we knew that we had in this state a strong and perfect organization. We had in every Assembly and Senatorial district influential members, who would aid us to the utmost limit.

And here I might state, had it not been for our members, our consuls, and our representatives, and the valuable aid that they gave us. and the influence which we were enabled to bring through them on the Assemblymen and Senators, the Liberty Bill would not have been a law. This, I think, shows the advantage of organization, and determines what the League of American Wheelmen can do, if its power and influence is properly used. Our plan to secure the passage of this bill can be outlined in a few words. We determined

#### WE WISH TO EXCHANGE

### RACING BICYCLES

For second-hand road wheels and will make the exchanges on a basis of \$95 for the racers, allowing as much for the road wheels as though we charged \$140 for the racers, which is the regular price. Now is your chance to get a racer for the Fall meets.

A. G. SPALDING & BROS.,

241 Broadway, New York.

WHEELING AMONGST THE WEST-CHESTER HILLS.

PART SECOND. THE RETURN JOURNEY.

The next morning I rose early, but took it easy and started at about seven o'clock from Lake Mahopac; my friends reside at some little distance east of the Lake, so I retraced my way of the evening before, and in a few minutes stood upon its shores. It looked somewhat different now; it its shores. It looked somewhat different now, it lies in the midst of a beautiful park-like country, the shores being unbrokenly wooded; but by far its most beautiful feature are the small islets a short distance away, one of them in particular, being covered with an unbroken mass of verdure, arising up and expuring a small hill in its centre. rising up and crowning a small hill in its centre;

it reminded me of a photograph I had seen of "Ellen's Isle" in the Scottish Trosachs, made famous by Scott in his "Lady of the Lake."

The lake is further beautified by numerous points jutting out into it. There is a good road along its edge for about a third of its circumference, so that the changing panorama of its shores can be seen from the saddle, thus imparting a new charm to the scenery.

It is said that in the "good old days" of Bill Tweed, he had a road made around the entire lake, but the remainder of it is now overgrown with

I skirted the southern shores, where the big hotels are situated, and soon had to tear myseif away from its beauties, as time was precious. The road soon led in a southwesterly direction, almost directly toward Peekskill—its surface was very good, at times excellent, being hard clay and gravel packed, on the side paths at least.

The country for the first few miles is mostly farming land, and the road winds through it, selecting the level places, so that there are only a very few steep grades.

few steep grades, none unridable; I made fast time along here, in the cool of early morning, and at four to five miles out came across a large pond, about a half mile long, called Jefferson Pond, which I afterwards found upon the map; the roads from here are generally well shaded. By dint of numerous inquiries I picked the right one out from many others, I being bound for Lake Mohegan.

Passing through a number of small settlements, the country gradually rises, is more sparsely settled, and three or four miles further, when near the lake, I caught a glimpse for a moment along a road in the direction of Peekskill, and saw a group of dark, the direction of Peekskill, and saw a group of dark, lowering mountains at no great distance, which almost tempted me to visit them—but, being so near Lake Mohegan now, I turned south, and on inquiry took a little narrow road, which I had at first passed by, thinking it could not lead to any such place, but in a few minutes I stood upon the road at the point where it crosses the northern end

crossroad in that direction was some miles back, and retracing your way for even a short distance is one of the most disagreeable experiences I know of. I had picked the road out upon my map, which is one of Cotton's, of Westchester County, on a pretty large scale, containing every road in the county, and being generally pretty accurate, but here it was at fault. I inquired of a farmer con-cerning the nearest road I could find across country, and he assured me that there was one a short distance over the hill, so across the fields I started; after pushing my wheel about a quarter of a mile I suddenly found myself in the midst of a dense swamp, bad enough alone, but simply impassable with a wheel. After a hard struggle I managed to reach dry land and took another direction, encountering several high stone walls, over which I managed to lift the wheel, and every wheelman, who has tried the experiment, will need no further explanations to understand the work it was. After a mile of this sort of path I emerged into a farmer's back yard, found a pretty little lady, who handed me a glass of water, and, what was almost as good, saw the road I was seeking.

This road rose in a slight incline for a short distance and then become level and good reasing.

tance, and then became level and good, running along the side of a huge hill at a commanding height for the distance of a mile or so. I know of nothing so exhilarating as riding along a road of this sort; the trees far below in the depths of the valley appeared almost under my feet, as the hillside was very steep, and directly opposite across the gulf, and rising to a height nearly equal to my own, other hills bounded the view. This scenery, continually changing, lasted for a mile or so, and then the road descended and was lined by trees cutting off all sight. One or two short descents here looked too much for me, but they and one other further down were the only ones I declined in the

The country here is very sparsely settled and the numerous farms disappear. The neat-looking farm-houses are a long distance apart, and I very seldom met travelers. I saw, however, one or two ox teams, one of which, very quiet till I had almost reached them, suddenly and in unison sprang right off the road into a ditch at a single jump. The farmer in the cart looked rather big, so I did not stop for details.

At the bottom of the hill the road winds in various ways, in a general south-eastern direction, and soon climbs a stiff hill, the summit of this hill appeared to recede as fast as I advanced, as each successive ascent surmounted disclosed a similar one in advance, but ail things have an end, and after an apparently interminable tramp the real summit was reached; here the road ran along a ridge for some miles, no very good views appearing, as across a rather bare-looking valley a distant ridge blocked all further sight. These few miles over, I descended into a very picturesque hollow, deep and dark, huge old trees lining and comover, I descended into a very picturesque hollow, deep and dark, huge old trees lining and combarkly wooded shores, backed on the east by large hills, and looking, but for a hotel on the bank where I stood, like the primeval wilderness.

The road, after crossing the northern end, skirts a high hill and gradually climbs it at a ridable grade. The view from the saddle over the tree tops, and continually rising, was something not to be forgotten. At a half mile another hotel, perched upon a commanding point of the hill, at quite a height and overlooking the lake, was reached. A short distance further the road suddenly ended in the woods. Here was a quandary, as the lat

view of the lake, and the summit passed, riding commences, and the country immediately becomes very picturesque, and groups of low, dark green mountains appear in the distance in front and side; the road re-commences its windings and shortly I came to the crossing of two roads, one north and south and the other east and west; this point is a mile or two west and a little south of Croton Dam, at the lower end of Croton Lake-here I encountered the finest view of the whole trip. Looking across a narrow valley toward the south, one could see mountain after mountain, crowded closely to-gether, their dark sides covered from bottom to gether, their dark sides covered from bottom to top with verdure, and through the gaps between appeared further mountains, a dark blue in color, and through a few remaining gaps in the further range were seen the dim, pale blue summits of still another range in the far distance, barely perceptible against the blue background of sky

I enjoyed this view from a rustic seat which some thoughtful person had built under a tree by the roadside, apparently for the purpose. After staying here as long as possible, as it was now eleven o'clock, I mounted and rode eastward over an attractive road and past a small country school-house, whose occupants, in session on this National holiday, rushed to the door and windows to

gaze after me. I fancy that I am the first wheel-man to penetrate this hilly portion or the country. I rode on down a deep hollow, where the white sand of the roadbed contrasted with the rich, dark green foliage overhead; this hollow is ridable and deliciously cool, and the only two farmhouses met were surrounded by huge beds of flowers of all colors. In the distance of a mile this ends, and the ascent of Turkey mountain begins; this is apparently the largest mountain in this region, and the road ascender in the largest mountain in this region, and the road ascends its huge flank near the Southern end. The ascent was excessively steep and tiresome, and the top reached, although commanding a view of a large extent of country, all the distant mountains were cut off from sight, only a wooded basin, six or eight miles across, and bounded on all sides by mountains, being

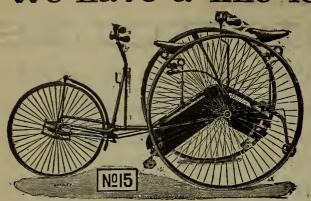
Croton Dam is at the foot of this mountain; the descending road was very precipitous, but I attempted to ride it, and had great difficulty in dismounting in time to save my neck. After a long descent I reached the foot of the mountain and soon stood on the brink of Croton Lake, at the big dam—this is about three miles west of where I crossed the lake the previous day at Pines Bridge; the water was very low, the bridge across the river a little below, now crossing a perfectly dry river-bed. There is a hotel here, where I got an in-different meal at a cost of half a dollar.

Directly opposite, on the face of a hill that had been hlasted away until it rose sheer up to a height of two or three hundred feet, they exploded a large blast at noon. An immense volume of broken rock poured in a wavy cascade down the face of the hill, being deflected by rocky projections here and there, and resembling perfectly a cascade of water excepting that its rock waves much

tions here and there, and resembling perfectly a cascade of water, excepting that its roar was much louder. It lasted for perhaps half a minute.

After a short rest, I started across the beforementioned bridge, and up a flank of the hill which, although not over a quarter of a mile long, was very steep; the top reached, the sparkling waters of the lake stretching away towards the northeast, was visible through the tree tops; the road meandered about in various directions for road meandered about in various directions for Up another hill commanding a more extensive some distance, but finally struck off in a southerly

#### We have a fine lot of Second-Hand Wheels



MANY FULLY EQUAL TO NEW AT LOW PRICES. CALL OR SEND FOR LIST.

Specialty in Exchanging 2nd-Hand Wheels

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

We are Sole Agents for New York of the New Rapids, Quadrants and Sparkbrooks.

#### NEW YORK BICYCLE CO.,

HARLEM BRANCH—NOW OPEN

124th Street & 7th Avenue. 38 Park Place, New York.

RENTING, REPAIRING, STORING.

direction through the woods, along the brow of the mountain. Its surface was slightly undulating, and it traversed a pleasant though rather lonely country, the farmhouses being situated far apart; now and then woods line the way, and then open lands or orchards, thus creating a pleasing diversity in the scenery.

After a few miles of this I took a branch road southeast running towards Merritt's Corners, a station on the Northern Railroad, several miles below Croton Lake; immediately upon leaving the north and south highway the country rapidly the north and south highway the country rapidly descends, the road winding through deep glens, past rocky hillsides and occasional darkly-shaded places. I began to take it easier through here, as the day's tremendous climbing, together with the trip the day before, began to tell upon me, and I concluded to keep close to the Northern Railroad and take train when tired, as the trains here are frequent; the fare is also cheaper than on the Harlem Railroad.

Notwithstanding the day's climbing. I would not

Notwithstanding the day's climbing, I would not have changed the route for anything, as the scenery certainly rewarded me for all trouble—it was also a demonstration of the practicabality of the bicycle over rough, mountainous country, as I had no falls, says two slight ones the day before. save two slight ones the day before, which were the direct results of carelessness.

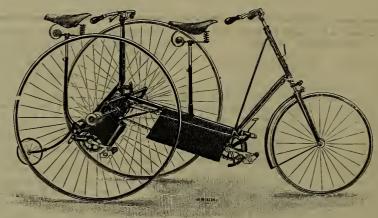
After a mile or more on this road I reached Merritt's Corners at 2:30 o'clock. A very amiable gentleman keeps a good hotel here. After a half hour's rest at the hotel, I started for Whitson's station three or four miles below, and in a line with Sing Sing; the road was fair riding, being composed of long, slight inclines and short, steep little dips and rises every little way, some of which taxed my riding abilities to the utmost, but they are short and can be easily walked by one so inclined. The country is very picturesque, rocks cropping out of the hillsides everywhere, dense thickets in the low hollows, and open lands dotted with trees on the higher parts. Shortly after four o'clock I reach Whitson's, and concluded to take the train

here—the fare was sixty cents, wheel free.
Whitson's is about two miles directly East of Sing Sing, and three miles West of Chappaqua, on the Harlem Road; had it been a little earlier, I should have ridden down through Sleepy Hollow, and so to the fine Broadway at Tarrytown and home

The train was crowded with pleasure seekers from the lakes and country resorts scattered along the line up to Lake Mahopac. The road runs through a beautiful country, and at North Tarrytown it makes a complete horse shoe curve, doubling on itself for nearly a mile. The country from here down is familiar to me, as I have wheeled along the Saw Mill River, which lies in sight of the railroad nearly the whole distance to Yonkers, where it empties into the Hudson. I hope to present an account of this trip before long, as it has good roads, sometimes fine, and very pretty scenery. I arrived at High Bridge at seven o'clock, and took the macadamized Sedgwick Avenue to Central Bridge, thence East to Mott Avenue, another macadam road running along the top of a ridge in a gentle incline to Thirteenth street, and so home, after a most enjoyable outing. F. H. RICH. The train was crowded with pleasure seekers from

#### THE N. Y. STATE DIVISION MEET.

The Committee having in charge the annual Fall meeting of the New York State Division, will meet in a few days and arrange the details. It is proposed to have a two or three days' outing at Cooperstown, near Lake Otsego, N. Y. At that season of the year, the country in the vicinity of CoopersTHE HUMBER CRIPPER TANDEM.



IMPORTED BY L. H. JOHNSON, ORANGE, N. J.

Of all the varieties of this popular type of tandem now on the market, the machine illustrated above is unquestionably one of the finest that it has ever been our pleasure to inspect. Designed and manufactured by Humber & Co., at their famous Beeston shops. The Humber Cripper Tandem is light, simple, strong and elegant, adapted perfectly to ladies' use, as well as riders of the sterner sex.

To describe the machine briefly: It has 36-inch drivers, 22-inch steering-wheel, seven-eighths rubber, Humber's new four-bearing axle, automatic steering, rubber-shod tilt-wheel, and balls throughout except to pedals. The new self-lubricating chains are fitted, doing away with the nuisance and dirt of ordinary chains. These are efficiently covered by patent-leather dress guards, light and noiseless. A powerful double band-brake operated by either or both riders, "T" handles to rear bar, and Brooks' saddles complete this beautiful machine, which is finished in lined enamel and nickel with Humber & Co.'s well-known care.

The tandem is readily converted into a Single Humber Cripper by removing the rear part, when

The tandem is readily converted into a Single Humber Cripper by removing the rear part, when its weight will be found to very slightly exceed that of the regular Cripper. As a Tandem it scales just 100 lbs. Owing to the unprecedented demand for this new machine in England, Mr. Johnson has succeeded in getting barely enough to fill his orders, but he has now a few in stock, and will be glad to show them or furnish catalogues to those interested.

town is made very attractive by the hop vines, for

this is a famous hop district. A correspondent sends us a few items, which may be of interest to those who intend to go to the meet. The names of the hotels are: Cooper House, Fennimore, Central Hotel, Carr's Ballard House, Templeton Lodge and Schooley House. The most fashionable are the Cooper House, Fennimore and Templeton Lodge.

The country is rather hilly, but with beautiful broad valleys, dotted with small lakes. The scenery is charming, the roads fine. Otsego Lake is nine miles long and a mile wide. Its shores are gravelly, the water pure, and the bathing and fishing are first class. The scenery along the lake shores is very fine and the sailing good. Altogether, the New York Division could select no better place than Cooperstown ter place than Cooperstown.

Kansas has an amateur flyer of some note in the person of F. S. Ray.

The New Haven Club held a reception at its new club house last week.

The Kansas Division shows a healthy League growth for the past eight months.

William T. Bull and Charles V. Stewart, started from Newport, R. I., July 18, on a seven-week's tour in Europe.

Lynn, Roseville and Worcester will have Fall tournaments. Springfield and Hartford have yet to be heard from,

H. W. Gaskell is reported to have left the employ of the Pope Manufacturing Company. He will go back to England.

The St. Louis Cycle Club has decided to waive its intiation fee till August 11. It is making great efforts to swell its membership roll.

The Omaha Wheel Club now has a membership of forty-three, with three tandems, three Royer safeties, and one Star. The remainder are crank wheels.

It is now estimated that there are 500,000 cyclists in England. Last year the number was 300,000. A couple of hundred thousand is nothing to the ordinary paragraphist.

The Cable credits Morgan with a record of thirty-two and a half seconds for the quarter mile. It seems incredible, and we shall await further advices before believing that the "Senator" has taken wings unto himself.

RACES AT WORCESTER.—Arrangements have been made for holding a race meeting at Worcester on August 13, under the auspices of the Worcester Bicycle Club. The programme will include a match race between Midgley and Rolston, representatives of the two local clubs, for a gold medal. This ought to prove an exciting contest, for the men are old rivals, and as they have not met this year as yet, the friends of both are anxious to see their favorites perform. A team race, open to clubs of Worcester county, will be a feature. Each team will consist of four men, and the two Worcester clubs and the Clinton Club have promised to enter teams. A couple of club races will also take place the same afternoon. The entry sheets will be ready in a few days, and the clubs of the county are all invited to send representatives.

#### EAST HARTFORD NOTES.

The relay race, to have been run last Saturday evening, was postponed till this week Saturday, on account of rain. On the same evening, the third of the series of club handicap races will be run. There are to be six of these races, and the winners score points as in a lap race. The winner of each race receives seven points, second five, third three, and the fourth one. The rider winning the most points will receive a Buffalo home trainer, and as there are also two prizes in each race, remarkably

there are also two prizes in each race, remarkably interesting races are the result.

East Hartford is one of the liveliest towns in the United States as regards bicycling, there being nearly one hundred riders out of a population of about thirty-five hundred. There is a great deal of interest taken in racing, and many have learned to ride, for the sole purpose of racing.

The local club at present number thirty-five, but expect to attain a membership of seventy before the close of the season. Arrangements are being made with the owner of a block, now being erected, to prepare a room specially for the wheel club.

club.

The club expect to give, early in September, one of the best two days' race meeting ever held. The programme has not yet been made up, but expect to have a State championship, and a number of class and handicap races, and will offer prizes valuable enough to secure the attendance of all the "cracks."

H. E. B.

#### WHEES GOSSIP:

W. A. Illston has lowered the half-mile bicycle record to 1:14.

The London Daily Telegraph prints a flattering notice of Stevens' book.

An English lecture bureau is making overtures to Thomas Stevens for a series of thirty lectures.

Mr. E. I. Horsman offers some bargains in second hand wheels. See Sale and Exchange col-

If you have not noticed the first page, which is not likely, you have failed to read some interesting letters.

If you want the best of the kind, get the "Z & S" Hose Supporter of Howard A. Smith & Co., Newark, N. J.

The one-mile tandem record has been knocked down to 2:38 4-5. The single trike has been driven the mile in 2:41 3-5.

"Star" riders should have Carter's Foot Rest and coast at ease, Howard A. Smith & Co., Newark, N. J., sell them.

L. H. Johnson has a collection of photos of the New Jersey meet, held at Roseville on July 4. Views of the different events are sold for fifty cents each.

The German Mile Record—At Nurnberg, on July 3, Paul Medinger, the French champion, won a one-mile professional scratch race. The time, 2:362-5, replaces the previous German record

The Kansas City Wheelmen have put in their club rooms a fine Brunswick-Balke billiard table. This acquisition will be the means of having good attendance at club meetings. Mr. Wilfley deserves all the honor for providing the billiard table for the entertainment of the club members.

Do you want a racing bicycle? Messrs. A. G. Spalding & Bros. are willing to exchange racing for road wheels. The racers cost \$140, but will be exchanged on a basis of \$95 and the difference in the value of the road wheel will be paid in cash. This is a good opportunity to get a first-class racing

wheel.

Mr. E. C. Bridgman, 84 Warren street, New York, has just issued a fine 3 2-3 x 4½ foot map of New York City and its environs. The scale is one-quarter mile to the inch. The roads are set down accurately, and bicycle riders will find it invaluable for reference. This map shows, with great particularity, the approaches to and the territory for nearly 4,000 square miles around New York City, the Railways, Wagon Roads, Cities, Towns, R. R. Stations, Villages, Lakes. Ponds, Rivers, Streams, Mountains, Valleys, &c., in a style unequaled for distinctness, legibility and correctness. City, Township and other boundaries are delicately but distinctly defined by colors. The index is complete and renders it an easy matter to find any desire locality.



Jens J. Pedersen: 12 Maiden Lane.

Newyork butys

Sir Your proposal, dated 23th inst. opened this day, under advertisement of 21st rust. to furnish sixty solid 14 Carat gold medals. weighing about sixteen pennyweights each. the inscription, style . to be in strict accords ance with the drawings furnished by this office, for - each is accepted, and you will please push their manufacture with all despatch.

In the sample sent by you the bulls eye was too long and the ellipses were not very well drawn. Please follow closely the drawing herewith sent you. They must be ready for delivery about the 20th of June, as they must be paid

for before 30th June.

Respectfully Four obedient servant, Brig. Gen., Chief of Ordnance?

The H. B. Smith machine present some interesting facts about the Star on another page. From year to year, the once despised "coffee-mill" has been improved, until the 1887 wheel will compare

save a few dollars in this way, would do well to look into this matter more carefelly before placing their order, for no honorable firm will use another firm's designs.

been improved, until the 1887 wheel will compare favorably with the first-class wheels of the day. Public prejudice has been dissipated by the repeated victory of the wheel, which have proven it a good one at all times, and unbeatable over the hills.

Mr. Jens F. Pedersen informs us that he has learned that the designs in his catalogue have been used by other badge and medal makers. These makers have at times slightly underbid him, but they have been saved the expense of getting up a design, and the stock they furnish is much lighter and of much poorer quality. Race meet committees who flatter themselves that they can

#### WHEELMEN AND GOOD ROADS.

[Commercial Advertiser.]

A unique book, which loses nothing of interest because it reflects the eccentricities of its author, deals with bicycle journeying in this country and Canada. The writer, who is widely known among the riders of the silent wheel as "Karl Kron," recites his experiences far and near while engaged in rolling off "Ten Thousand Miles on a Bicycle." The lesson of the book is that even in this land of bad roads the bicycle is a practical means of long-

distance locomotion.

The evolution of the bicycle from a toy to a machine of practical utility, has been one of the notable details in the progress of the last few years. No intelligent person, who has studied the question, can now fail to recognize the wheel as a legitimate addition to our facilities for locomotion. In countries where the roads are kept hard and smooth, travelers of either sex can, with the aid of thi: machine and its sister, the tricycle, make longer and more difficult journeys than were pos-sible by any means of conveyance before steam came into use as a motor.

The bicycle will tire out a horse, but needs no food or shelter, does not shy, and suffers from no ailments. The motion, too, is charming and, in spite of the doctors, is wholesome, unless indulged

All who love good roads should encourage the bicycler, for he is the natural missionary of that cause. Nothing, in fact, is so likely to hasten the day of well-built and well kept highways as the general adoption of the bicycle as a locomotive. In that event, the rural districts will find it as much to their interest to be on the favorite lines of cycle journeying as on a railroad line, and for the same obvious reasons. Already many roads have been improved in order to attract the custom that literally rolls in upon those who make their vicinity a place of easy resort for wheelmen. May the good work go on.

#### A FEW INTERESTING FACTS.

There is a peculiar feeling that the majority of There is a peculiar feeling that the majority of people entertain, when they enter an establishment to purchase an article of wearing apparel—no matter how trivial—that they will not get their money's worth. It is this feeling, sometimes coupled with the treatment they receive from a discourteous clerk or salesman, that annoys and irritates them, the result being that they leave the place, very much displeased with the establishment, and with the resolution never to enter it again.

It is for the benefit of this class of men, before whom a few facts ought to be placed, that this arti-

It is for the benefit of this class of men, before whom a few facts ought to be placed, that this article is written. To relieve themselves of this feeling, when they are on a shopping tour, they must ask themselves the following questions: First: "What house has the reputation for selling goods at popular prices?" Second: "Has the integrity of the house been established through the test of time?" Third: "Is their stock varied and large?" Fourth, and last: "Are they an active, pushing, progressive and popular house?—for, if they are, they will be shrewd enough to employ courteous clerks, ready to willingly humor the whims and caprices of a customer—if a house is all this, then it is the one, above all others, where I can get a dollar's worth for every dollar expended."

Such a firm is the Smith Manufacturing Co., P. P., of 123 Fu'ton street, New York. The long practical experience, innumerable advantages and

practical experience, innumerable advantages and practical experience, innumerable advantages and facilities, accruing to an old-established house—such as theirs is—and the widespread reputation they have for selling goods at rock-bottom and below current market prices, coupled with an indomitable desire to please, has made them famous throughout the land, and has placed them in a position far ahead of their competitors.

The importation and manufacture of Tennis, Bicycling, Boating, Base ball, Fishing, in fact, of all kinds of athletic and sporting goods, is a

all kinds of athletic and sporting goods, is a specialty of theirs, and it would be vastly to the interests of all, in need of any of these goods, to patronize the Smith Manufacturing Co., P. P., of 123 Fulton street, New York.

Greenwood's medal for winning the De Soto race will have his initials in shaded gold depending from a chain. In the centre of the medal will be an engraving representing him climbing Corey Hill, which he considers his next greatest feat to the De Soto race. The feat will be shown in the engraving, but somewhat reduced. The date of the race and the time made will also be on the ornament.

#### BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

#### KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

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

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

		•				Bearings.	ion
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No. 43	Siz		Cost.	Price.	7	m	ರ
44	36	Invincible Safety, Kangaroo Safety, Standard Columbia, Rudge L't Roadster,	\$135.00 130.00	\$75.00 60.00	4 4 5 4	2 2 4 1 2 1	2
45	36 50 55	Standard Columbia,	90.00	50.00	5	4	$\tilde{z}$
46 47	55	Rudge L't Roadster,	156.50	80.06	4	1	4
51	54	expert Columbia,	127.50 $112.50$	85.00 75.00	44	2	4
57	52 56	American Rudge, American Club,	150.00	75.00	$\overline{2}$	i	2
71	54	Columbia Expert,	127.50	75.00	HIf.NI	kl. 2	4
80	44		130.00	70.00	4	1	4 5 4 4 3 4 4 1
87 90	55 52	Spalding Racer, Royal Mail,	140.00 137.50	50.00 80.00	4 3	1	4
91	50	English.	<b>100.00</b>	40.00	3 5	$\dot{\bar{3}}$	ŝ
95	55	Spalding Semi Racer	, 140.00	55.00	4	1	4
96 98	55	" Racer, Sparkb'k Hum. Tdm	140.00 265.00	50,00 200.00	4	1	4
99		Col. 2-track Tricycle	. 160.00	110.00	4	1	2
106	50	Special Columbia.	120,00	50.00	5	3	2 4 2 4
117 118	51 48	Special Star,	160.00	95.00	4		2
120	54	Imperial Challenge,	115.00 150.00	75.00 80.00	3 1 4 4	2	4
123	52	Sanspariel.	127.50	85.00	Â.	$\frac{2}{2}$	New
124	52	Sans. Light Roadster Special Star,	, 137.50	90.00	4	2	
125 130	42 51	Special Star,	125.00	80.00 85.00	4		1
131	51	Special Star,	120.00	80.00	4		4
132	54	Columbia Expert,	145.00	85.00	Ĩ	2	2
134 135	52 56	Standard Columbia,	92.50	50.00	4	4	4
136	51	Sanspariel, Special Star.	130.00 130.00	70.00 95.00	1	1	1
137	42	Standard Columbia,	90.00	40.00	ŝ	4	4
139	21			225.00	4	1 1 2 2 1	1
141 142	54	Guadrant Tandem, Columbia Expert, Col. 2-track Tricycle Humber L't Roadster Columbia Expert, Standard Columbia, "Special Star,"	165.00	95.00 110.00	1	1	1
143	56	Humber L't Roadster	r.150.00	55.00	$\frac{1}{4}$	2	4
146	56	Columbia Expert,	132.50	85.00	4	1	4
148 149	50 51	Standard Columbia,	100.00	55.50 90.00	4	3	4
153	52	American Rudge	112.50	75.00	4	ball	. 2
154		Col. 2-track Tricycle,	165 00	110.00	â	2 2 1	ĩ
156	56	"Special Star," American Rudge Col. 2-track Tricycle, Victor ('86 pat.), Standard Columbia, "American Stan"	132.50	100.00	34144184144444444551844	1	1
157 158	46 48	"American Star"	90.00	50.00 50.00	5	3	4
159	54	"American Star," Standard Columbia,	110.00		ĭ	3	$\frac{1}{2}$
160	54 53	Royal Mail, Rudge L't Roadster,	140.00	85.00	3	1	2
161	54	Rudge L't Roadster,	145.00	105.00	4	1	1
162 163	54 45 51	Special Star,		85.00 105.00 65.00 70.00 110.00 40.00 85.00 110.00	4		2
164	56 50 50	Columbia Expert,	150.00	110.00	4 1 5 4 3 4 4 4 4 4 4	1	ĩ
166	50	Ideal, Premier,	80.00	40.00	5	4	2
167 168	56	New Rapid	110.00	85.00	4	· 2	1
170	56	New Rapid, Victor,	152.50 132.50 137.50	105.00	4	i	i
171	56 53 50		137 50	105.00	$\tilde{4}$	î	î
174	50	Sparkbrook, University, Sparkbrook,	135.00 135.00	85.00	3	2	2
176 178	54 52	Snarkbrook	137.50	85.00 120.00	4	1	1
178 179	010	"Cripper Tri.	137 50 180.00	125.00	4	2	$\frac{1}{2}$
180		Sparkbrook,  "Cripper Tri. "Hbr. Tandem "Cripper Tri, Columbia Expert	,260.00	120 00 125.00 225.00	4	2	1
182 183	58	" Cripper Tri, Columbia Expert, British Challenge,	180,00	140.00 100.00	1 3	Z	1
184	50	British Challenge.	165 00 120.00 130.00	65.00	3	2	2
184 185	52 52		130.00	70.00	4	ï	3
188	52	Victor,	135.00	85.00	4	1	2
189 192		Cunard Tandem	250.00	75.00 150 00	4	1	Ļ
195		Sparkbrk Hbr. Tdm	265 00	200.00	4	2	ĭ
196	20	Col. Tri. (3-track) Cunard Tandem, Sparkbrk. Hbr. Tdm Genuine	250.00	200.00	$\frac{4}{2}$	421112212221211112122	1342421411144442211442212212111121112111
198 199	52	American Club	160.00	75.00 180.00		Z	5
200	42	Genuine Hbr. Tndm. Standard Columbia	80.00	30.00	4 5		$\frac{4}{2}$
201	48		87.50	40.00	5	4	3
202 203	50	Challenge Mail	95.00	50.00	3	4 2 1	4
	42 48 50 54 51	Special Star	87.50 95.00 110.00 130.00 90.00	85.00 85.00	553435431	1	4
2010	48	American Star	90.00	30.00	5		5
209 210	20.	American Star Columbia Safety Harvard Special	140.00	105.00	4	1	1
210	56 50	Harvard Special	140.00 145.00 130.00	30.00 105.00 85.00 80.00	3	2	1
211 212 213	54	Sanspareil Mail	110.00	65.00	4	2	4
213	54 52 52	British Challenge	110.00 135.00 112.50	65.00	3	1 2 1 2 1	234425111442
214	52	American Rudge	112.50	80.00	4	1	2
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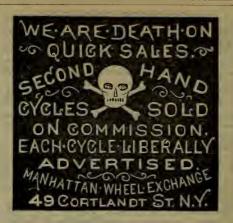
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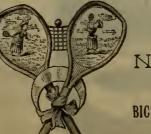
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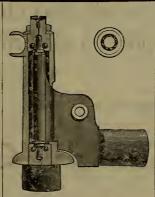
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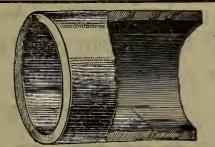
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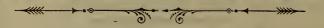
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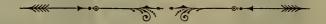
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