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THE SEAT OF WAR.

"We are on the eve of a great battle," a bloodless battle to be sure, but a veritable Bunker Hill nevertheless, though the steel on the occasion is modeled into much more graceful and infinitely less harmless forms than it was in the "good," or rather bad "old days." Our cracks have left their native rivulets, and for the last few weeks have been strengthening their fins on the broad rivers at Charter Oak and Hampden Parks, so that when the first gun is fired to-morrow (Wednesday), at Hartford, they will be fully prepared to uphold the reputation of themselves, of their cities and of their country. Our amateur battalion is largely composed of raw recruits so to speak, for with the exception of Hendee, Weber, and a very few others, they are all new men; men who were entirely or almost unknown until this year. The opposing forces are a band of "specialists," as a contemporary aptly styles them, every one of whom, except Webber—the bright particular star of them all—are veterans, who race on good tracks every Saturday for half the year, who are supreme at favorite distances and almost unbeatable in their

line. Yet with a full knowledge of the capabilities of the English invaders, we confidently predict that the tournaments will result in additional honor for both English and Americans, for if our men are beaten, it will be by such riding as the Englishmen never dreamed themselves capable of. On the whole we shall be pleased, even to the verge of throwing up our derby, if the prizes are fairly divided, and if Hendee, our champion, comes through unscathed.

The Genesee B. C. has reduced the value of the prizes offered for the five mile L. A. W. championship, from \$150 to \$50. This is in accordance with the League racing rules.

A bicycle club was organized at Niagara Falls, N. Y., Aug. 29th, with fifteen members. The following officers were elected; President, Sutherland Macklem; Captain, Neil Campbell; Lieutenant, H. W. McBean; Bugler, W. Campbell; and Sec-Treas., Geo. G. Shepard.

How is this?—In the last issue of the *Tricyclist* the N. C. U. publishes a list of new records giving the quarter mile tricycle record to P. T. Letchford, and crediting Webber with 5.30 2-5 for the two miles. In page 70 of the *Tricyclist* of July 24th, the quarter mile record is given to A. J. Wilson, while the time of the two miles bicycle was given in the *Cyclist* and other reliable papers at 5.30 4-5, not 2-5. How is this N. C. U. Records Committee?

SAFETY BICYCLES—We have just received a copy of Henry Sturme's "Indispensable Handbook to the Safety Bicycle," for which we thank the author. Mr. Sturme, who is the editor of the *Cyclist*, has for the past few years issued an annual "Indispensable" which has proved him without peer in the knowledge of the construction of machines. The present eighty page volume contains a history of the "Safety" bicycles, which have attracted so much attention of late, an analysis of the construction of the parts and the principles of different styles of "Safeties," and a complete and concise description, often accompanied by illustrations of all the Safeties that have been put on the market. The book is published by Messrs. Iliffe & Son, 98 Fleet Street, London, and is well worth the ninepence asked for it.

THE RUDGE—The success of the Rudge machine during the past season has been phenomenal. The following is a partial list of the races won on this machine on Bank Holiday—the English racing day. One, ten, fifteen and fifty miles professional championships of the world; one mile, championship Scotland; one and two miles at Derby; two miles at Southport, five miles at Brighton, one at Macclesfield, two at Blackley, one and two at Stratford-on-Avon; one-half and three at Aston, one and five at Torbay, one, two and three at Stoke-on-Trent, one at Sale, one and two at Knutsford, one at Newcastle, and one at Leicester: these were all handicaps. At Leicester a second class rider, H. O. Duncan, made new records for the quarter and a half on a Rudge, doing 38s. and 1.17 3-5. The Rudge Safety twenty-four hour's record is 203 3/8 miles; for one mile 2.55 4-5, thus proving that the machine is equally adapted for speeding or long-distance touring.

OUTING FOR SEPTEMBER.—This is an admirable summer number, of special interest to lovers of aquatic sports and of cycling, while the general reader will find the usual array of attractive matter upon its pages. The leading paper, on "The Buffalo Meet of the League of American Wheelmen," by Charles Richards Dodge, is a description of the annual meeting of this national association of cyclers from the picturesque standpoint. "Isle au Haut" is a very readable sketch, by Arlo Bates, wherein one of the most charming islands on the Maine coast is graphically pen-pictured. Jay Howe Adams tells of the exploration, a-wheel, of a quaint locality contiguous to Philadelphia; the paper is entitled "Through the Neck on a Bicycle," and is fully illustrated. A sketch and some of the illustrations of Jo. Pennell's "Canterbury Pilgrimage," will also attract unusual attention.

Violet Lorne gives the following advice to tricycliennes. "Nothing is more fatal to the look of absolute neatness, than any vagueness of finish at the throat or wrists. Linen collars and cuffs, are, beyond a doubt, far the neatest and most business-like. But there is a certain gauntness about the sharp white linen collar and cuff, which does not suit every wearer and many women are compelled to give them up for something less startlingly unbecoming. Narrow lace edging, neatly quilled and showing only a border over the edge of the tricycling gown at the neck

and wrist will be found satisfactory by that class of cycling womanhood, to whom the linen collar is a dual and fatal foe. It looks almost as neat, it lasts clean a long time, and it is becoming to the very last degree. Only let it be a pure white, or at least, a faint and modest cream—not those rabid shades of brown and saffron and salmon pink, which, whether on the tricycle or off it, betray a crude and uncultured mind."

The third annual race meet of the League of Essex County Wheelmen, will be held at the Trotting Park, Danvers, Mass., Saturday, September 19th. The events are: One and three miles, for members of E. C. W.; one-half, one mile, two miles, handicap and five miles handicap, open to all amateurs; tug-of-war. See closing of entries.

Chief Consul Huntington has called a meet of the Connecticut division of the L. A. W., to be held at Hartford, September 2, in connection with the Connecticut club's tournament. All the League clubs in the State, together with the unattached riders, will meet at the Capitol at 10 A. M., and form a parade through the principal streets. An elegant prize will be awarded to the out-of-town club having the greatest number of men in line. The parade will be followed by a business meeting, and in the afternoon the wheelmen will unite in a run to Charter Oak Park to witness the first day's races. During the forenoon of the second day parties will be organized at the Capitol for short runs to various points of interest about the city. Excursion rates will be obtained on all the railroads, and a big crowd is expected.

The Citizens B. C. has extended an invitation to the Massachusetts B. C. to visit New York some time in October.

The L. A. W. Racing Board has accepted Fred Russ Cook's quarter mile record of 37 3-5, which now supplants Hendee's 38 seconds.

The manufacturers of the "Rover Safety," an English novelty, offer valuable prizes for a hundred mile road race to take place Sept. 26th. The record will probably be beaten.

Mr. H. J. Webb has given up his project of attempting to ride 300 miles on the path in twenty-four hours. In company with a friend, he will cycle for several weeks through Normandy and Brittany. He will take his sketch-book with him and write up his tour *a la* Pennell.

THE HARTFORD RACE MEET.

One lean scribe and a rotund Pharisee were seen wending their way towards the Grand Central Depot on Tuesday last, en route for Hartford. Both had a stack of manuscript paper under their arms and a pocket full of sharp pencils. Both wore glasses, and looked as if they were prepared to chronicle an invasion of the British army rather than a harmless capture of valuable prizes at one of the great race meetings. For four mortal hours they bumped and jounced over the rails, only stopping when they collided with a harmless mule near Meriden. Arriving at the depot at the asthetic hour of 1.45 they marched bravely through the quiet streets of Hartford, and meekly registered at the United States Hotel, and were promptly consigned to an elevated quarter of that venerable house. A few hours sleep filled in the time profitably, and when the bell boy brought them back to stern reality from the land of Nod, the state of the weather seemed to restore animation to their tired limbs. A beautiful cool September day was the characteristic of the opening of the great tournament. A heavy rain had descended the previous evening and left some fears as to its effect on the track, but a bright sun and a strong wind had the desired effect of clearing the atmosphere and brightening the faces of the visiting wheelmen. A brief inspection of the register revealed the well known names of Eugene M. Aaron of Philadelphia, T. J. Kirkpatrick of Springfield, Abbott Bassett, the rotund editor of the *Bicycling World*, Fred B. Graves of Rochester, and numerous racing men whose names will be found in the accounts of the races which we have endeavored to describe for the edification of our numerous readers who were unable to be present.

A visit to the splendid rooms of the well known Connecticut Club, disclosed the smiling faces of Referee Terry, Chief Consul Huntington and the able committees in charge, who were busy assorting badges, arranging programmes and performing the arduous preliminary work of the tournament. The rooms are pleasantly situated and besides the parlors and pool room there is a well regulated dumb waiter which disappears mysteriously as occasion requires to a well stocked restaurant below to return laden with bounteous material to satisfy the demands of the inner man.

By this time the hands of the clock showed that the hour for the parade of the members of the Connecticut State Division had arrived and we repaired to the Capitol in time to witness the start. Chief Consul Huntington was in command and on his staff were Col. A. A. Pope the well known manufacturer, Geo. H. Day of Hartford, Capt. William H. Hale of New Haven; T. W. Williams of Yantic; C. E. Chase of Hartford; Dr. T. J. Rust of Meriden. The clubs in line were the Connecticut, New Haven, Meriden, Stamford, Middletown, East Hartford, Rockville, New Britain, New London, Danbury and a division of unattached.

The parade was preceded by an Irish jaunting car in which were the First regiment buglers, their clarion notes announcing the approach of the wheelmen. The route of parade was as follows: From the Capitol down Wash-

ington to Jefferson, to Hudson, to Buckingham, to Main, to Pratt, to Trumbull, to Church, to Ann, to Main, to Florence, to East, to Edwards, to Collins, to Sumner, to Asylum avenue, to Sigourney, to Farmington avenue, to Broad, to Capitol and dismiss.

In point of numbers it was not as large as that of last year, and confirms the fact that the day for parades has about passed, but the men who participated rode well and pleased the throng of spectators who crowded the streets.

The arrangements for handling the spectators were excellent. Trains of two cars each were run out to Charter Oak Park every ten minutes and all were accommodated without delay.

Charter Oak Park has been the venue of many a memorable struggle, and thousands have often been delighted there by the performances of Maud S., Rarus, Jay Eye See, and other equine notabilities, but this afternoon, the trotting cracks, the skeleton wagon, and the parti-colored jockey retired for the nonce in favor of the knights of the wheel. The day was perfect in its way, cool, sunny, breezy, exhilarating, but the fact that the Connecticut Bicycle Club had selected to-day and to-morrow for their annual race meet, caused the racing men, and the racing enthusiasts to regard the wild, untamed thirty to fifty mile an hour gale that blew up the backstretch as a calamity: for fast time would be and was impossible under the circumstances. If there is anything your enthusiastic reporter exults in, it is record beating, or at least fast time, and without either, the most hotly contested race falls flat. It was a certainty that given a calm day and fairly warm weather, the present records would have been cast into stygian darkness, but the wind-gods would have it otherwise, and the only consolation we have is that it may be a record day to-morrow, and indeed the wind subsided so much towards evening that there is good foundation for this hope. To be sure there were some records broken but so small and insignificant were they compared with the expectations that had been raised by the reports of the men's practice that they fell flat, in fact, were received with grim silence and a sort of faint might-have-been applause.

The people began to come down in the trains as early as twelve o'clock, and at one, when the accommodation specials were put on, they came up the road in droves, so that when the first race was started, the grounds presented an animated appearance; a grand stand completely filled with a fine audience, a sea of bright colors showing what a large number of ladies were present; the rails along the track were lined with men and boys and the inner track was lined with carriages and equestrians.

The track is situated six miles south of Hartford, in beautiful country, the press stand affording a really magnificent view of broad, flat cultivated country, with a range of blueish green hills in the distance. The path is made of clay, one lap to the mile, with homestretch four hundred yards long and fifty feet wide, about the finest in the world. Although it had rained heavily late Tuesday night, the strong wind and the great care bestowed on it brought it around and when the first race was called it was dry, smooth and hard. The races were started too early—1.30 and were finished at 5.20. Had they been started

at 2.30, a few of the last races would have been run in calmer weather.

The races were close, exciting and possessed an international interest, but the defeat of Hendee early in the day put a damper on the spectators, and their applause for the rest of the afternoon was scant. The Englishmen did themselves "proud," winning the most important races by pure and unadulterated superiority. From present indications it would seem that they will carry all the booty over the water, but when we hazarded this opinion, dozens of know-alls said with the look and tone of men who know whereof they speak, "Wait till Springfield," and we of course will wait. The defeat of the American favorites dulled the sensibilities of the crowd, and the fine exhibitions of the foreigners were allowed to pass without the recognition they deserved, and which most sporting assemblages would have given, but your New England crowd is very clannish to say the best of it; it distresses them to see their pets beaten.

The most conspicuous incident of the day was of course the defeat of Hendee; the most surprising, the good form shown by Burnham. The sport began at 1.30 P. M. with the trial heats of the one mile amateur bicycle open.

One mile amateur bicycle race, trial heats; first five men to ride in final. First heat: R. H. English, North Shields (England) B. C.; Geo. E. Webber, Smithville, N. J., second; E. P. Burnham, Newton, Mass.; H. W. Gaskell, Boston B. C.; H. E. Bidwell, Hartford B. C.; L. A. Miller, Meriden, Conn.; W. F. Sinclair, Vectis (England) B. C. Times, 39s., 1.33, 2.26, 2.58 2-5. The most prominent figure in this heat was Miller, who in a suit of black which caused many to mistake him for Hendee, led by a few yards to the quarter, around the turn, and up the backstretch where the battle with the wind caused him to fall back among the crowd. Turning into the homestretch and away from the wind, they whooped up and such spurring as done on that quarter was never before seen in this country, the time being 32 2-5. English crossed the line first, with George Weber's machine overlapping his hind wheel; Burnham a yard off, the rest straggling.

Second heat.—Percy Furnival, Beretta (England) C. C., 2.58 1-5; Joe Powell, Smithville, N. J., second, 2.58 2-5; M. V. J. Webber, Vectis B. C., Isle of Wight and Surrey B. C., England; W. A. Illston, Birmingham, England; Geo. M. Hendee, Springfield B. C.; A. B. Rich, Kings County Wheelmen, Brooklyn; D. H. Renton, New York; H. S. Kavanaugh, Cohoes, N. Y.; Fred Russ Cook, San Francisco. Furnival led all the way by two yards, and won easily. Hendee took second position early in the race and held it till the last quarter, beating Rich for fifth position but by a few feet. The burst up the homestretch rather spread out the crowd, Furnival beating by two yards; M. Webber, by a like distance; Illston, by a yard; Hendee, by two yards. The fractional times were 41 1/2, 1.35, 2.23 4-5; last quarter, 32 2-5s.

Final Heat.—Furnival, 2.48 1-5; Burnham, by a length; Powell, by three lengths; M. Webber, by a foot; G. Weber, by five lengths; English, by a few lengths; Hendee rode in sitting up, the rest distanced. This was by far the most important event of the day,

because in it, Hendee, the hero of all good racing Americans, the idol of the New England race-going public, was to ride for America generally and "Down East" particularly, against the fastest men of the "old country." As the men stood on the track awaiting the time to mount, there was considerable fear that Hendee might be beaten but confidence in him soon put this to flight. The three Englishmen, English, Webber and Furnival, jumped away with the lead by a few yards. The rest got fairly good starts, Hendee among them, but "Star" Webber was left at least eight yards in the first twenty-five. The men skimmed like the wind down the straight and around the first turn, Hendee working his way to the front, leading Furnival by a few yards down the back stretch and along the third or "windiest" quarter. Going round the last curve the men slowly but surely overhauled the black bent figure of the champion to the amazement of the spectators. Rounding into the straight Furnival had come up with him and the crowd rushed for home. About 200 yards from the finish it was anyone's race, but Furnival began to come out of the rut, together with Joe Powell, English, Webber and Burnham, the latter making a remarkable showing and pushing Furnival up the tape. Hendee was in the bunch, had a clear path and every opportunity to win, but finding his men slowly passing him he slowed up fifty yards from home. The spectators and the wheeling scribes were considerably taken aback by the defeat of their champion. No one could guess the cause of it, and the one who was best informed, like the gentleman he is, had nothing to say in the way of excuse. We were going to assure him of our sympathy and that of the racing fraternity generally over his unfortunate defeat, but we will wait till to-morrow, when a special one mile amateur race will be contested, and even if he is beaten then we will "wait till Springfield." Furnival won a grand race and is worthy of anything he may win. Though we cannot summon up any happiness over the matter, we sincerely congratulate him over this perhaps the most brilliant victory of his career; leading the fastest field in the world across the line. Englishmen may well gloat over it. The fractional times were 46 3-4, 1.35, 2.15 1/4, 2.48 1-5, or only 1.13 1-5 for the last half, the italicized *only* sufficiently expresses our admiration of this superb effort.

One Mile Novices.—D. W. Rowiston, Springfield B. C., 3.08 4-5; E. E. Smith, East Hartford, Conn., 3.10 3-5, by ten yards; F. G. Warner, New York, by three yards; J. A. Lounsbury, Hartford, by two feet; H. B. Wadsworth, Springfield, Mass., fell. Geo. B. Buxton, Meriden, Conn., fell. Wadsworth led till the entering into the home stretch, when he fell, throwing Buxton; neither being seriously injured. Fractional times: 44 1/4, 1.39 3-4, 2.31 1/4.

One Mile Tricycle Race.—R. Chambers, Birmingham, England, 3.09; Robert Cripps, Nottingham, England, 3.09 2-5; Wilbur A. Winans, Springfield, by a few lengths; F. F. Ives, Meriden, by thirty yards; W. A. Rhodes, Dorchester, Mass. Ives led all the way till within 100 yards from the tape, when his opponents caught up with him and beat him home. He made a plucky struggle and showed splendid form. He is a shapely boy, and was

quite a favorite. Times: 45 1/4, 1.36 1/4, 2.31 1/4, 3.09. The quarter mile times with the record, and the mile surplanted R. Chambers 3.13 1-5, made at Springfield last fall. The time of the last quarter 38 3-4, is remarkable on a trike.

Five Mile Professional.—R. Howell, Leicester, England, first; Fred. Wood, Leicester, England, by two yards; John Brooks, Blossburg, Pa., by ten yards; Wm. Woodside, Chicago, by fifty yards; R. A. Neilson, Boston, distanced. The only incident in this race was an accident to Neilson's machine which caused him to change, during which he lost about three quarters of a mile, which he endeavored to make up amid the "deafening applause of thousands." The pace was steady throughout, Woodside leading in three miles, when Howell and Wood came forward, held their positions, and won as above.

Five Miles, Conn. State Championship.—L. A. Miller, Meriden; F. F. Ives, by twenty yards; H. E. Bidwell, stopped. This was an uninteresting race Ives led at the first and fourth miles, Bidwell at the second, and Miller in the third and fifth. Ives jumped away at the commencement of the last mile getting a lead, but running himself out by his untimely spurt. Times, 3.23 1/4, 6.48 1/4, 10.41, 13.47, 16.40 2-5; Ives time, 16.41 1-5.

One Mile Run and Ride.—C. B. Ripley, East Hartford; W. J. Foster, Meriden, by ten yards; W. A. Rhodes, Dorchester, distanced; J. Graves, Hartford, distanced, but didn't know it. Foster made a gallant struggle, running the first quarter in 1.07, beating the record by 4 2-5s.; riding to the half in 2.13 1-5, and still leading at the three quarters in 3.37 1-5, beating record 2-5s. Ripley finished in 4.23 1-5, beating the previous record, his own, by 8 1-5 seconds. Foster's time was 4.24 1/2. Graves was a colored man, extremely colored, dressed in complete white, a perfect scare-crow. He mounted his wheel and rode away. But alas he met difficulties in mounting and dismounting, and after every one had forgotten the race he rode proudly up the track amid tumultuous applause.

Ten Miles Amateur Record Race.—R. H. English won seven laps; P. Furnival won three; Geo. E. Weber, third; M. Webber, 0; H. W. Gaskell, 0. The race was a succession of spurts on the homestretch, Furnival leading for three miles, but being lost by English from this spurt on. English went serenely on his way, leaving the Web(b)ers and Gaskell behind at every mile, until all the interest centered in the race for third place, Furnival having retired on the seventh mile, being then sure of second place. Webber and Weber showed some remarkable spurts when trying for laps, as did English in the homestretch. The times were 2.59 1/2, 6.00, 9.06, 12.17 1/2, 15.28, 18.36, 21.41 1/2, 24.51, 28.00, and 31.01 2-5. The records for the ninth and tenth miles were broken, the previous figures being 28.06 2-5, and 31.04 2-5.

Three Miles. 9.45 Class.—Chas. P. Adams, Springfield, Mass., 9.03 3-4; J. Illston, Hartford, second, by a few lengths; Chas. E. Titchener, Binghampton, N. Y.; H. E. Bidwell, East Hartford; L. M. Wainright, Noblesville, Ind. The fractional times were 2.58 and 6.08. A number of others started, but all were badly beaten except those named.

One Mile, Tug of War.—Meriden Wheel Club beat East Hartford B. C. by a score of eleven to ten. The men finished as follows: Meriden W. C., Miller, first; Ives, third; Buxton, sixth. East Hartford B. C., Bidwell, second; Ripley, fourth; Smith, fifth.

NOTES.

The rooms of the Connecticut Club were well filled last night, and segars and corn-cobs combined to make an atmosphere as blue as smoke.

The English visitors were delighted and surprised at Canary's wonderful fancy riding. Never having seen anything like it before, their admiration went beyond bounds at each new and seemingly impossible trick.

Dr. N. P. Tyler, the new official handicapper, has commenced well and weeded out over six racers with better records, who tried to get in the 3.20 class race. The doctor proposes to keep a sharp look out for such men and keep the ranks clear of would-be pot hunters.

The thanks of the managing editor are due to the select party that escorted him to the 2.41 A. M. train.

The "Yankee Star" seemed to puzzle the Englishmen. One of them who was spurring hard on being passed by Webber, remarked that "he just put his feet down and went by me without working."

We have been to some little trouble and expense in the way of furnishing the news thus early to our numerous readers, and we have no doubt but that they will recognize the fact that THE WHEEL will always be early on hand with the important news of the day.

The same fine audience that characterized the Hartford meet last year, were seen in the grand stands.

Col. A. A. Pope was on hand as usual, looking rotund and rosy from an outing at Saratoga. It did not seem to bother him much whether the Ru'ge, Humber, or any other cycle made won, as long as he continued to supply seventy-five per cent of the machines sold in this country.

Mr. Etherington expressed himself well pleased with American management of a race meeting, and agreed with the timers in every case but one, and then he made the time faster.

Fred Russ Cook looked well on the track, but hardly fulfilled expectations regarding speed. The long railroad journey had probably something to do with it and he may show up better at Springfield.

Rowe seemed to have very hard luck. By changing machines he lost fully two hundred yards in the three mile race, but by a series of brilliant spurts he caught up with the field and finished fourth.

By the way it seems an almost helpless chase for a man to once get off his wheel the way they go nowadays; once out of the "bunch" it is almost impossible to catch on.

Percy Furnival, and not Phillip, as some have it, seemed more than a match for any of them on a spurt. His brushes with English Webber were one of the features of the day.

The English riders as a rule, have better judgment than the Americans, and are well up in all the arts of maneuvering on the track.

We were glad to see Lewis Hamilton about once more, and although his arm was disabled, his bright eye and clear skin showed him to be in the pink of perfection. We hardly think English would have had the easy run he did in the ten mile record race but for Hamilton's unfortunate accident.

We will give a history of the second day's battles next week and after that will come the Springfield tournament. A pretty good time to swear off from the "club copy" and individually support a good 'cycling newspaper.

The management was excellent. No one was allowed on the track but what had a right to be there, and we think Springfield can take a few points in the conveniences and accommodations afforded the members of the press.

The League racing rules have been issued in convenient style for the pocket, consisting of eight pages the shape of a regular government envelope. They can be obtained by sending a stamp to any member of the racing board.

The Springfield tournament.—We advise all our readers who can possibly do so to attend this truly great race-meet, great from the fact that the fastest men in the world will engage in competition, great because times will be made that are now considered impossible and great because the thousands of people, the brilliancy and excitement of the scene, and the strains of a band equal to the great Gilmores, will all conjure up a glow that is only surpassed by the excitement of a battle. We can only repeat go, go,—but if you can't go, read THE WHEEL's report, which will be the next best thing to going.

More Records.—On Thursday, Aug. 27th, Messrs. G. D. Gideon and A. G. Powell went out to the University of Penn. bicycle track on a record breaking excursion. The officials were Ewing L. Miller, referee and starter; F. S. Harris, H. R. Lewis and Wescott Norman, timers. Messrs. Gideon and Powell first rode a mile on a tandem trike, riding in 49s. 1.35 1/2, 2.25 1/2 and 3.13 2-5, beating the previous record of 3.44 1/2 held by themselves. On the 28th these records were broken as will be seen in another column. They were as short lived as those insects on the banks of the Nile, who are born at sunrise, are youths at breakfast time, in their prime at noon, passe at afternoon tea—if they have any—aged at supper-time and dead at dark. Mr. Powell then attempted to beat the single tri-cycle record and succeeded five to ten miles:

Miles.	Powell's Time.	Previous Record.
1	3.52 3-5	3.13 1-5
2	7.39 3-5	6.27
3	11.31 2-5	10.07
4	15.21	14.08
5	19.05 4-5	17.14 2-5
6	*22.53 2-5	27.55
7	*26.43	32.04
8	*30.32 1-5	36.12 1/2
9	*34.26 2-5	39.59
10	*38.05 2-5	44.00 1/4

* Amateur Record.

English papers announce that "The St. George's Engineering Company have received a cablegram ordering one of their 'Rapid' racers for George M. Hendee." We know not what truth there is in this report. We thought the Victor was good enough for Hendee.

FROM THE CLUBS.

FIXTURES.

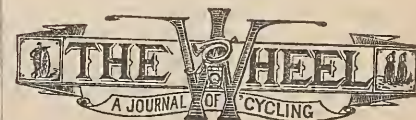
Sept. 3.—Troy B. C.: fourth annual race meet at Island Park.
Sept. 8, 9, 10.—Annual Tournament of Springfield, Mass. B. Club.
Sept. 17.—Genesee B. C.: third annual race meet at Rochester Driving Park.
Sept. 12.—Third Annual meet and races of N.Y. State Division L. A. W., at Brooklyn, under auspices of Kings County Wheelmen.
Sept. 12.—Annual race meet of Keystone B. C. at Exposition Park, Pittsburg, Pa.
Sept. 15.—Binghamton B. C.: annual race meet at Riverside Park.
Sept. 12.—Williamsport, Pa. B. C. tournament.
Sept. 19.—L. E. C. W. meet at Danvers, Mass.
Sept. 22.—Race Meet at Minneapolis, Minn.
Sept. 22.—Providence B. C. Tournament at Narragansett Park.
Oct. 3.—Olympic A. C. games and cycle races at New York City.
Oct. 9-10.—Omaha, Neb. Wheel Club: second annual tournament.

CLOSING OF ENTRIES.

Sept. 12.—Entries close for the Providence B. C. races. See WHEEL of Aug. 7. Address Geo. R. MacAuslan, Box 1046, Providence, R. I.
Sept. 12.—Tournament of Keystone B. C. at Pittsburg, Pa.
Sept. 13.—Binghamton B. C. Entries close with F. J. Bayless, Binghamton, N.Y. See Wheel of Aug. 28.
Sept. 15.—Entries close for L. E. C. W.'s meet at Danvers, Mass. Address M. F. Emilio, 287 Essex St., Salem, Mass.

The Keystone B. C. will hold a race meet at Exposition Park, Pittsburg, Pa., Saturday, Sept. 12th. The programme contains the usual list of events. Entrance fee fifty cents for each event and close Sept. 7th, with C. M. Clarke, Box 1554 Pittsburg, Pa.

AS USUAL.



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SPRINGFIELD TOURNAMENT.

Sept. 8, 9, & 10,

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HUB HAPPENINGS.

For the past week we have had a succession of daily showers which have made it impossible for one to take even a short run without an assured ducking. I had planned for a run to the South Shore last Sunday, and by tremendous exertions arose from bed at the awful hour of 6 A. M. But I had wheeled less than two miles on my trip before the rain came down in big drops, and I was glad to turn and scorch for home. I started on another run this morning and met with the same experience.

I have a friend who seems to take particular delight in wheeling during wet weather. I met him this morning while walking down Columbus avenue, sheltered from the descending torrents by an umbrella of generous proportions.

There he was riding over the slippery concrete, casting glances of self-satisfaction indiscriminately about, and evidently thinking that he was the object of every beholder's admiration. When he came near me he raised his hand to his hat, and at that instant his wheel swerved from under him, and down he went, with his left leg pinned under the machine. After I had assisted him to rise I asked if he was hurt and he replied, "Oh, no, not a bit; you see when a fellow rides on this kind of stuff he must expect an occasional side fall. I have got it down pretty fine, however, and seldom fall. I wouldn't have this time—" and then he went on with a lengthy explanation of how it was he so suddenly came to repose in the mud. He was covered with the slimy stuff from head to foot; but he did not mind that in the least, saying "the rain would soon wash him clean again."

He actually seems to enjoy such riding and as he rode off advised me to come out with my wheel as it "was lots of fun." What enjoyment he can obtain from such riding I fail to see, but I know a number of others, who like him, boast that they never consult the weather when they want a ride. Such men as these go to make up the class of riders known as "bicycle cranks." An enthusiast may be a good thing for the sport over which he enthuses, but they often carry the matter so far as to make themselves wearisome to their friends, and gain the contempt of the public.

This afternoon I made a tour of the cycling dealers in quest of news for the WHEEL, but had little success, for my usual sources of information are all away at Hartford. I did, though, at Stoddard & Lovering's find Sabin, but all he had to tell me was how sorry he felt that a press of business kept him from entering the Hartford races as he had calculated upon doing. For a number of weeks past he has been getting himself in trim, and some pretty fast time was expected from him at Hartford, but a week ago he was informed that his presence could not be spared from the salesroom. People will buy Rudge's, you know, and somebody must remain at home to sell them.

I had not intended going to Hartford, but at the last moment decided that I could not afford to be absent at the first meet of England's and America's fleetest flyers, and to-night I start.

I understand that last year the Connecticut club cleared upwards of \$1500 on their one day's tournament. May they clear more than double that sum this year, is my sincerest wish. The tournament has been well advertised,

and there is every reason to believe that the desired success will be attained. There is nothing like printer's ink to make a tournament a success.

That was a cute trick of Ducker's, announcing that Prince would not ride at the tournament and followed later by the equally surprising statement that Hendee would not meet the Englishmen. The press throughout the country swallowed the bait so temptingly dangled before them, and soundly berated the two champions for their failure to uphold their country's reputation. When this had been written up until it was the talk of everybody, he had it announced that the champions had changed their minds and would surely meet the fastest of the Englishmen. Then the papers went to work congratulating the riders on their return to reason, and thus the Springfield announcement was given an unlimited amount of advertising, free of charge.

The returned Boston club tourists—Messrs. Hodges, Harrison, Overman and Toombs, were tendered a complimentary supper at the Hotel Pemberton, last Thursday evening. There were about sixty present and a grand good time they had, after the salads had been disposed of and the liquors brought on. The menu card was an unique piece of Charlie Reed's work. On the front cover was the alleged likeness of the four tourists as they appeared on the steamer just before sailing. It is rumored that Toombs intended suing Reed for libel for the caricature of himself. On the back of the cover, was a representation of the tourists after their return home and reception by the members. President Hodges was represented with his arm entirely pulled out, and the others, escaping with theirs done up in slings.

The most enjoyable features of the occasion was of course the speeches by the returned wanderers. President Hodges made an interesting address and was followed by Captain Harrison, who read an amusing but prophetic true poem of the future condition of the members present, and Mr. Overman recited some comical Dutch selections. Mr. Toombs had prepared for the effort of his life and would undoubtedly have delivered a grand oration; but he had scarcely begun to get himself in orating trim when he was interrupted by cries which seemed to have some reference to headers. He withstood the interruptions nobly for a time, but then sat down in disgust, leaving the assembled cyclists in blissful ignorance of the feast of eloquence they were throwing away. The affair was given under the supervision of the following committee: John R. Chadwick, chairman; Geo. A. Doane, Jr., H. E. Russell, C. W. Reed, A. L. Woodman, Augustus Nickerson, R. M. Huston, H. R. Robinson, W. N. Keith, C. E. Wright, G. B. Woodward, W. E. Voorhees, E. J. Smith, E. F. Lowry, R. L. Ide, C. P. Donahoe, Le Van S. Peck, E. W. Hodgkins, F. A. Nelson, W. N. Goodnow, A. N. Pope, C. W. Fourdrinier and Thos. E. Lambert. C. S. H.

Boston, Sept. 1, 1885.

Bicycle News.—We drew our conclusions from several accounts of the "memorable struggle" and although we were aware that some papers held that Webber was beaten on his merits, the majority thought otherwise.

MORE ENGLISH VISITORS.

Last Friday morning, Aug. 28th, we took ferry over to the Inman S. S. Company's pier in Jersey City, to welcome the last and by far the largest party of Englishmen. The day was bright, blue-skied, the temperature just delightful and as the boat neared Jersey's pier-girt shore, we perceived the "City of Richmond" top-heavy with humanity, making tremendous efforts to get alongside the Inman pier. A few minutes walk from the ferry house brought us to the dock, where we patiently waited a half hour (10.30 A. M.) till the gang-plank was run up and the people began running down. The first thing that drew our attention to the party we sought was the tall figure and ruddy face of English, made familiar through photos published in *Wheeling*. We immediately accosted him, asking for Harry Etherington, the convoy of the visitors, who introduced us to every man in the party and in a few moments we were deep in the mysteries of "maker's amateurism," the prospects at Hartford and Springfield, and hundreds of other different subjects.

The principal figure of the party is undoubtedly Harry Etherington, proprietor of *Wheeling*, principal because all the work of moving the party falls on him, and the rest of the men depend entirely on him so that it's "Arry" here, there and everywhere. He is a man of medium height, of very poor physical build, being round-shouldered, thin faced, with a slightly hooked nose, black moustache, pleasant mouth, head slightly bent forward, and surmounted with a hat of the slouch variety; has the appearance of a man who works hard, but does not impress one as being the successful business man he is. Although the WHEEL and *Wheeling* have often had a go at each other (of course, all the fault of the latter). The meeting between the editors of both papers was sincerely cordial and it is doubtful if *Wheeling* will ever try to sit upon or be sat upon, now that the editors of both papers are more than names to each other. As we said before, the entire movements of the party are conducted by Etherington, and he was one moment down in the hold superintending the landing of the machines, the next, battling with the revenue officers.

After Etherington, the most interesting figure is M. V. J. Webber, of the Isle of Wight, and of the Surrey B. C. Webber has ridden a mile in 2.39 2-5 and two miles in 5.30 2-5, the latter being about the most meritorious record on the slate, being far ahead of the professional and amateur doings at this distance. Webber is about 5 ft. 7½ in. in height, very slight in figure, is sallow complexioned, bright eyed, and has a pleasant mouth. His head is very much bent forward, and when spoken to he cocks his head on one side, and looks steadfastly at the speaker, like a man who is slightly deaf. He is "full of mischief" says Harry, "and was the life of the party on the trip over."

Next comes R. H. English, North Shields B. C., alias "Big Bob," alias "Northern Bob." There is just six feet half an inch of him; herculean limbs, big-chested, big-headed, ruddy faced, perennial smile, and with two prominent teeth minus, probably lost on some northern race track, in one of the numerous headers that he has taken this year. English impresses one as an over-

grown good-natured, easy-going school boy. He has ridden his mile in 2.42, his twenty miles in 59m. 06 3-5s. and his twenty miles 560 yards in the hour. Is equally good at one or fifty miles. Is a first-class tricyclist, has a way of riding his men off their pedals and will probably take home more prizes than any man at the meets, except perhaps, Furiaval, whose bicycle, tricycle and tandem tricycle abilities make him a dangerous man.

The other Robert in the party is Cripps, of the Nottingham B. C. Cripps is tall, between five ten and eleven, strongly built, and has achieved a reputation as an Adonis, though we failed to discover it, despite the closest scrutiny. Cripps has a pleasant face and a taking manner, sports side-boards, cut off "squarely" and "suddenly" and has a moustache. Is undoubtedly the conversationalist of the racing men, and will be popular. Is a good bicyclist, a first-class tricyclist and a fearless rider, having a wholesale contempt for those "hamateurs" who throw up a race, if you happen to stay near them on a spurt.

A. P. Englehart, of the Croyden B. C., is known to fame as the great and only amateur "Kangaroo" from possessing a knack of getting a marvelous pace out of the dwarf machine. His mile record is 2.55 4-5, though he has ridden in 2.35 from the 120-yard mark, certainly as good as 2.46. He will make an attempt to establish creditable "safety" records at the tournaments. We think him capable of 2.42 on a Springfield or Hartford track. Englehart is of medium size, thick set, has the regulation sides and moustache, is stolid, unconvivial, and keeps in the back ground.

The last of the amateurs is R. Sinclair, of the Vectis B. C. Sinclair is a tall slight youth, olive complexion, dresses well, is a ready talker, and seems quite an American, being careful in the use or misuse of his h's, stunted in his supply of "yew knows" and dropping his inflection at the end of sentences. He pretends to no racing ability, has entered for a few class races, expects to win nothing, and comes more on pleasure bent, than on stocking his side-board with liquor-serving paraphernalia. He will undoubtedly gain many friends.

And last, but not least, comes Fred. Wood, a crack professional rider, hailing from Leicester. He is built somewhat on the Cripps plan, though not quite so tall, has nothing striking in his face—fortunately, for we hate being stuck—and is known to fame as having beaten Howell twice this year, and has ridden the last mile of a twenty-mile race in 2.31 2-5. He "looks like an amateur," which to an American is unqualified praise.

During the two hours the party remained on the pier the custom house officers rummaged through their grip-sacks, ripped open the cases containing the machines, collected duties and did other unpleasant things, to their unfeigned amusement. The machines and the heavier part of the personal baggage was checked from the pier direct to Springfield, and the party crossed over to New York, dined, wine, horse-carried it to the Grand Central depot and trained it to Springfield.

Coming along Greenwich street, the party got their first impression of our modern improvements. A train dashed.

past on the elevated railroad. Eight men stood stock still, eight heads were tilted way back, eight caverns were opened in wonder and ye editor clutched a telegraph pole in horror, feeling assured that some one had fallen from a roof and that each particular Englishman was bent on engulfing him. Wall, it beat the persimmon. But it was nothing more than papa Gould's howling, demoniacal, but very convenient "L" R. R.

On the pier we made the acquaintance of Mr. T. Lambert, of Humber & Co., (in last week's WHEEL we referred to him by mistake as their agent). He had come down to welcome his countrymen, and during the short conversation we had with him, we found him to be extremely pleasant, gentlemanly and intelligent.

EXHIBITION AWARDS.

The following awards were made by the jurors of the International Inventions' Exhibition. Although the jury was composed of men eminent in English cycling circles, containing among others, such men as Viscount Bury, Hon. Ion Keith Falconer, and Robert Todd, there is much dissatisfaction over the awarding of only a silver medal to some of the eminent firms to be seen in the "silver" list. Indeed, it is even hinted that some of the jurors had an interest in some undeserving firms that were awarded gold medals:

GOLD MEDALS.	
NAME.	AWARDED FOR.
Coventry Machinists Co.....	Cycles.
Crypto Cycle Co.....	Gearing.
Hillman, Herbert & Cooper	Cycles.
Humber & Co.....	Cycles.
St. George's Engineering Co	Bicycles
Surrey Machinists Co.....	Cycles.
SILVER MEDALS.	
Ellis & Co.....	"Facile" Bicycle.
Marriott & Cooper	Cycles.
Maynard, Harris & Co.....	"Devon" Tricycle
Otto Cycle Co.....	"Otto" Cycle.
Stassen & Son.....	Cycles.
Rudge & Co.....	Cycles.
Trigwell & Co.....	Bearings for cycle heads.

THE WASHINGTON RECORDS.

The following table fully illustrates the positions of the men and the times made in the twenty miles professional race at Washington, August 24th, the details of which we were unable to publish last week. Record was beaten from eleven to twenty miles:

Miles.	Time.	Leader.	Previous Record.
1	3.01	Woodside.....	
2	6.02		
3	9.07	Brooks.....	
4	12.10		
5	15.14		
6	18.20	Woodside.....	
7	21.25		
8	24.48 1/2		
9	28.01	Brooks.....	
10	31.14	Woodside.....	
11	34.14 1/5	Brooks.....	35.25 1-5
12	37.24	Woodside.....	38.40 1/2
13	40.30	Brooks.....	41.51
14	43.40 1/2	Woodside.....	45.18
15	46.44	Brooks.....	48.41
16	49.57	Woodside.....	51.39 1/4
17	53.04		55.21 1/2
18	56.13		58.48
19	59.17		1.02.09
20	1.02.21	Brooks.....	1.05.38 1/4
One hour—19 miles, 440 yards. Wm. Woodside.			

The race was ridden at Athletic Park. Officials: Referee, H. W. Higham. Judges, W. E. Christ and C. M. Buck. Scorers, W. Robertson and F. Burnett. Timers, H. Snodderly, L. J. Barber, W. E. Christ and C. M. Buck.

Since putting that wonderful "record book" into type, so many new records have been made that our compositors are disgusted at the numerous changes. However, "All's well, that ends well."

CLEVELAND RACE MEET.

The fall race meeting of the Cleveland Bicycle Club was held on Thursday and Friday, August 27-28. The attendance on both days was about 1500 people each, one-third being ladies. The track was muddy the first day and no fast performances were recorded, but on the second day the sun had dried it out and some good work was shown, several records being changed on the slate. The officers of the meet were: Referee, J. D. Pugh; Judges, J. R. Dunn, Massillon, O.; C. G. Burton, Akron, O., and Captain H. R. Payne of the Cleveland B. C.; Timers, Alfred Ely, A. G. Garford, Elyria, O., and Louis Uhl, Cleveland O.; General Manager, F. T. Sholes.

One Mile Novices—W. S. Upson, Cleveland, 3.13 1/2; Robert Buck, Cleveland, second; John Hitchcock, Jefferson, O.; W. J. Potter, Delaware, O. Potter rode off with the lead but was retired by a header at a quarter mile. The other three each had a try at the lead, but on the last lap Upson came away, winning as he had liked by eighty yards.

Five Mile Record Race—E. F. Landy, Cincinnati, first; D. E. Hunter, Boston, second; G. T. Snyder, Cleveland, third; W. E. Christ, Washington; W. F. Knapp, Cleveland; Cola E. Stone, St. Louis; Karl A. Pardee, Akron, and L. D. Munger, Detroit, did not finish. The times were: one and two miles, Hunter, 2.55 1/2 and 6.02; three, four and five miles, Landy, 9.21 1-5, 12.44 16.07. Landy won with a score of nine laps, from the eleventh to the twentieth; Hunter led from the third to the ninth lap.

One-quarter Mile Heats—First heat, T. Boggis, 41 1/2 s.; C. M. Brown, St. Louis, second by ten feet; F. B. Bradley, third; Lindell Gordon, St. Louis. Second Heat—W. F. Knapp, 40 3-5 s.; Cola Stone, by a short length; W. E. Christ, Washington, third; K. A. Pardee, Akron, O. The heat was hotly contested from start to finish. Final heat—Stone, 40 1-5; Knapp, by a yard; Christ, O.; Bradley, O. The men kept pretty well together throughout, a driving finish up the homestretch resulting in a win for Stone by three feet.

One Mile Tricycle—Clarence Howland, Akron, 3.20; E. G. Barnett, Springfield, O., second by 120 yards. An easy thing for Howland.

Three Mile Professional Handicap—Asa Dolph (3 seconds), first; J. Shillington Prince (scratch), second. Times, 3.04 1/2, 6.30, 9.48. This race was a succession of Prince coming up to Dolph and Dolph going away from him. A "hair-lifting" finish in the last 150 yards resulted in a verdict for Dolph by a yard.

One Mile, 3.20 class—C. M. Brown, Greenville, Pa., 2.56 4-5; A. C. Sumner, second; L. D. Munger, O.; Lindell Gordon, O. Six others started. Brown was never headed and showed excellent form for a novice.

Two Miles, Handicap—W. F. Knapp, (10s.) 6.06; E. F. Landy (15s.) second; S. P. Hollingsworth, Russiaville, Ind., (25s.), O.; D. Hunter, Boston, (scratch), O. Seven others started. Knapp won easily.

One-half Mile Bicycle—L. D. Munger, 1.25 4-5; L. M. Wainright, Noblesville, Ind., second; A. C. Sumner, Akron, O. Munger won by three inches; Sumner close up.

SECOND DAY, AUGUST 28TH.

One Mile Handicap—E. F. Landy (10s.) 2.49 1/4, actual time; C. M. Brown (10s.), second; G. T. Snyder, (5s.), third; W. E. Christ (5s.), O.; K. A. Pardee (5s.), O.; Cola E. Stone (scratch), O. The three leaders were the only men in the race nearing home, and a driving finish resulted as above.

Quarter Mile, 50s. Class—Taylor Boggis, 40 1/2 s.; Lindell Gordon, second; E. F. Landy, third. Won easily, Boggis leading from the start to the tape.

One-half Mile Bicycle Heats—First Heat, W. S. Upson, 1.33 1/2; P. N. Myers, second; Howland, O. Second Heat—K. A. Pardee, 1.35 1/4; D. E. Hunter, second by two feet; F. B. Bradley, O.; Cola Stone, O. Final Heat, Stone, 1.26 3-4; Hunter, by a foot; Pardee, O.; Snyder, O. All the men in the heats started in the final. The placed men were bunched, Stone winning on the home stretch spurt.

One Mile Safety Bicycles—Clarence Howland, Akron, Ohio, 3.12 1/4; W. H. Wetmore, Cleveland, by ten lengths. Wetmore led for the first three quarters in 47 1-5, 1.35 and 2.29 1/4. The half mile time, 1.35, beats the amateur safety record of 1.37, made by F. R. Brown at Springfield, May 30th. The mile time is nearly six seconds behind record.

Two Miles, Bicycle—W. F. Knapp and Cola Stone, dead heat in 5.54 1/2; D. E. Hunter, third. Stone caught Knapp and led him a few yards, half a mile from home, but Knapp furnished a surprise by catching up to Stone and holding him up to the tape. On the run off each man tried waiting tactics, and passing the tape on the seventh lap, Stone who was leading, slowed up, thinking the race was finished, and Knapp went the full distance in 6.48. Knapp agreed to ride over again, and late in the evening they started, both leaving the race till the last lap. Entering on it Stone was leading, but Knapp made a superb effort, and catching him ten yards from the tape, won by an inch in 7.10. Stone rode the last quarter in 36s., and Knapp in the remarkable time of 35 1/2.

One Mile Professional Handicap—The club had offered \$50 expecting a fast and exciting race. Dolph was allowed 1 1/2 seconds start by Prince. He rode the first half at a fast pace, but not feeling well withdrew at this point, leaving Prince to finish alone in 3.04. The announcement of the time caused a general laugh, for after the amateur events, it produced about the same effect as sipping sweetened tea after eating honey; nausea.

Two Mile Bicycle, 6.50 class—G. T. Snyder, 6.04 3-5; W. S. Upson, second; C. M. Brown, O.; Lindell Gordon, O. Brown led at the mile in 3.06 1/2, but then fell back. On the last lap Snyder came away and won easily.

One Mile Consolation—W. E. Christ, 2.59 3-4; F. B. Bradley, by 100 yards; J. Kerch, O.

One Mile Tandem Tricycle versus Tricycle—Tandem Tricycle, George Collister and W. H. Wetmore, Cleveland, 46, 1.31 3-4, 2.21 1/4 and 3.10 3-4. The previous records were 49, 1.35 1/2, 2.25 1/2 and 3.13 2-5, made by George D. Gideon and A. G. Powell at Philadelphia, August 27th. Tricycle, Clarence Howland, 45 1/4. 1.32, 2.23 1/4 and 3.17 1/4. The previous records were

48 2-5, 1.35, 2.24 1-5 and 3.13 1-5, made by R. Chambers at Springfield, so that it will be seen that new records were made for the quarter half and three quarters.

We congratulate the West generally, and Cleveland particularly, on the possession of these records and on the fast times made at some of its recent meets. With good tracks at Chicago and Cleveland, the East will not long monopolize the record tables, though we think the records under discussion will, like "good people," die an early death, for Hartford is here and Springfield is coming.

WORCESTER B. C. RACE MEET.

The Worcester B. C. held a race meet Aug. 29th, the contests being the most interesting the club has ever held. About 6000 people witnessed the meet.

One mile club—F. H. Martin, 3.11 1/2; G. F. Warren, second; Frank Eaton, O. One mile open—W. D. Rolston, 3.09; E. A. Isham, second. One-half mile, ride and run—G. F. Warren, 2.35 3-5; Walter Samuels, second. Five miles open—F. H. Knight, 18.23; Harry Fairbanks, second, L. A. Isham, O. Two miles open—G. F. Warren, 6.53; W. Avery, second. One-half mile—W. D. Rolston walked over in 1.28 1/2.

TWO NEW RECORDS.

A cycling tournament was held at Leicester August 17th, at which the one-quarter and one-half mile records were beaten. The first heat of the half was won by Fred. Wood who beat the old records for the quarter and half, 41 and 1.20 by doing 40 3-5 and 1.19 3-5, the latter the same as the English amateur records. In the second heat of the half, H. O. Duncan of Montpellier, France, finished second, riding the quarter in 39 and the half in 1.17 3-5, both being new records. The three miles invitation amateur race was won by R. H. English in 8.39 3-5.

At the Jarrow race meet on Aug. 13, R. H. English won the two mile handicap in 5.35.

Wheeling will issue two special editions containing reports of the Hartford and Springfield tournaments.

That great record book has been issued but owing to lack of time, all the records compiled were not inserted. After the Springfield Races a revised and complete edition will be printed on heavy paper and we shall mail copies to all our exchanges about September 15.

Our latest English exchanges announce that T. R. Marriott has started to beat the Lands End—John O'Groat's tricycle record and that Oxborrow has started on a "Facile" to beat the twenty-fours bicycle record. Both men will probably be successful.

M. T. R. Marriott, who left Lands End, Aug. 17th, to beat the Lands End John O. Groat's tricycle record, rode 157 miles the first day, twenty miles further than any other record breaker had ridden on the first day. Unfortunately Marriott left his machine outside an inn while taking refreshments, and some "yokels" tried to ride it and completely demolished it, compelling Marriott to give up his attempt.

WHEEL GOSSIP.

A home trainer—mother's slipper.

Six out of eight races won by "Rudges" at Cleveland.

Land and Water says, "The advent of the Englishmen has somewhat reduced the boastful tones of several of the American cyclists. One man went west to avoid racing with the Britishers and another announces that he will only ride trials against time to show the Englishmen how to do it." We are right "in the swim" and we have heard no boasting from our racing men, nor have we read any crowing in the cycling papers. A number of new but fast men have come from the West, even as far as Chicago, St. Louis and San Francisco, and these together with the eastern cracks will have a go at what *Land and Water* calls the Britishers. These men know that the fastest men in England have come out to meet them, but they are training carefully, and on race day they will toe the mark, confident, but fully aware of the difficulty of beating the "heroes of a hundred battles." There now, *Land and Water*, hold your tongue and await results.

Mr. Francis Murphy of blue ribbon, tee-totaling fame has joined the "Noble army of cyclists." We have long wondered why some cycling editor did not sieze on Francis, put him on wheels and send him "thundering down the ages." They have done this much for President Cleveland, Henry Ward Beecher, Mark Twain, the Queen of Sheba, the Sultan of Turkey, Jesse James' Brother,

Solomon in all his glory, the Langtried Lilly of the field, Queen Vic., J. Longfellow, Sullivan and other famous people. Of course muscular readers and readeresses, don't think for a moment that Francis does ride a wheel, but we must write paragraphs, "yer know."

"Messrs. Stoddard, Lovering & Co., have secured the sole agency of Marriott & Cooper's celebrated Humber Bicycles, Tricycles and Tandems in connection with Rudge & Co.'s machines. The reputation of the Humber cycles in England is of the very highest, and as Stoddard, Lovering & Co. propose to keep pace with the times, several novelties will be introduced next season especially in the shape of Tricycles and Tandems. Both on the road and path the name of Rudge and Humber have been pre-eminent, and it is safe to say that the reputation they enjoy in England will be still further enhanced by their appearance in this country. As the very best racing men that England can produce are either on Rudges or Humber we can predict that these machines will hold a fair share of the records at the close of the tournament."

The annual Fall race meet of the St. Louis Ramblers B. C. will be held at the Fair Grounds, Sept. 25-26. The following are events to be decided: Sept. 25—One mile novices, five miles record race, two miles tricycle, three miles bicycle, two miles, 6.20 class, one mile professional handicap, one mile open, three miles, 9.30 class and one mile handicap. Sept. 26—One mile open, two miles professional, one-half mile

heats, one mile tricycle, one mile, 3.10 class, five miles record race, one mile professional, three miles handicap and one mile consolation. The prizes are costly and elegantly designed silver and cut glass tableware, articles of jewelry and bric-a-brac. The track is safe and fast, 2.45 3/4 having been made on it last Spring, since which much care has been taken of it. Entrance fee \$1.00 for each amateur event. Professional fee \$3.00. Entries close September 20th with L. J. Berger, Main and Market Sts., St. Louis, Mo.

Messrs. Bull & Bowen, the famous "sundries" manufacturers of Buffalo, N. Y., issue a neat Road Book and Hand Book of their cycling accessories. The pamphlet contains much information of the roads of Western New York, and gives thirty-two different "tour" tables. The book also contains illustrations and descriptions of their excellent accessories.

After the Cleveland races John S. Prince had a "go" at the five mile record but only did 15.20.

FOR SALE AND EXCHANGE.

[Advertisements inserted in this column, not exceeding thirty words nonpareil, for one dollar. Any subscriber can insert an advertisement free of charge once during the year of his subscription.]

FOR SALE cheap. A 50-inch ball bearing machine, new last Spring, and in first-class order Address, H. A. L. Wheel Office.

A BARGAIN.—50 in. Special Club. Brown's reolus ball bearings in both wheels; also pedals, good shape. Weight about 44 lbs. \$70. John T. Starr, Coldwater, Mich.

WANTED.—One thousand subscribers for THE WHEEL and the BICYCLING WORLD at \$2.00 a year. Regular price of the WORLD, \$2.00.

THIRD ANNUAL MEET

OF THE

NEW YORK STATE DIV. L. A. W.

AT BROOKLYN, N. Y.

Saturday, Sept. 12, 1885.

UNDER AUSPICES OF THE

Kings County Wheelmen.

RACES AT W. A. O. GROUNDS.

Programme.

- 1-2 and 5 mile N. Y. State Championship.
- 1 mile N. Y. State Tricycle Championship.
- 1 mile Scratch.
- 1 mile Record.
- 1 mile Novice.
- 2 and 3 mile Handicaps.

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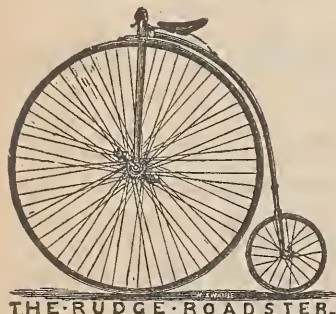


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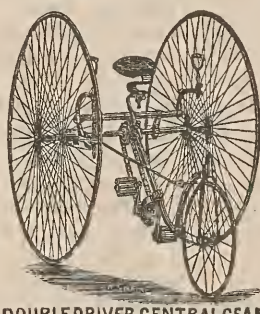
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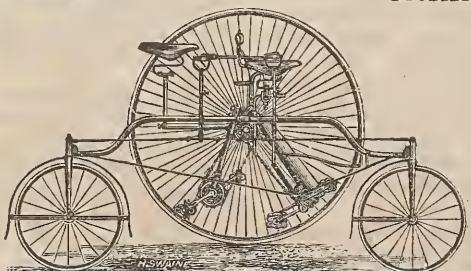


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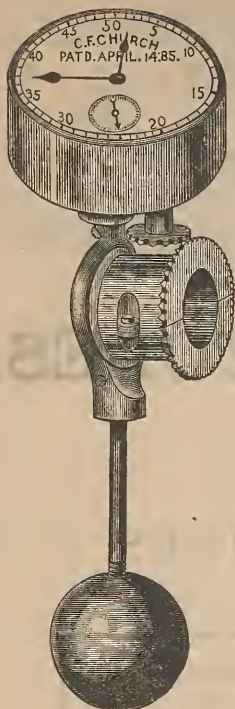
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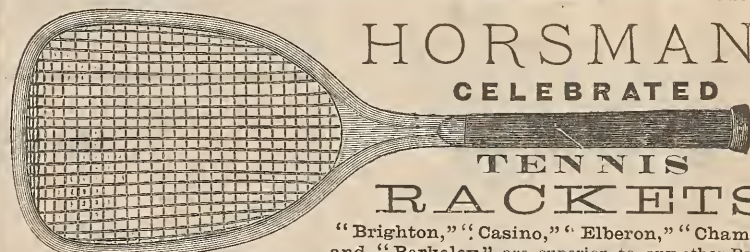
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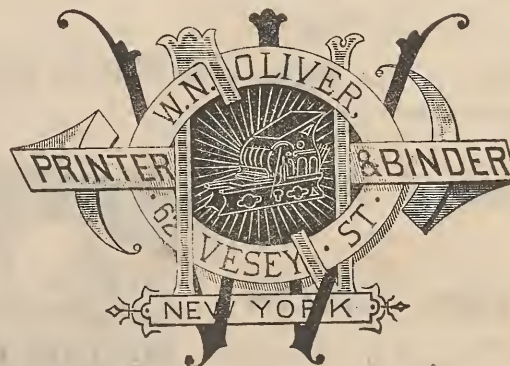
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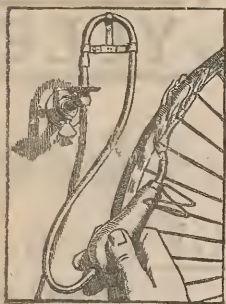


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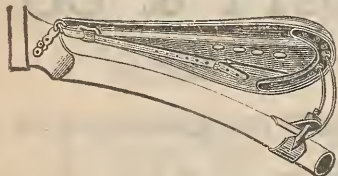
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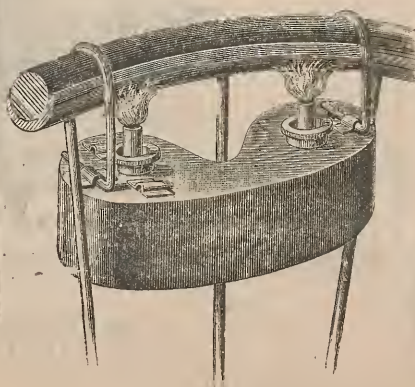
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