

THE VEEL

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BICYCLING NEWS.

Our Brooklyn correspondent reported the time of the Nassau two miles bicycle handicap as 5m. 50 2-5s., instead of 8m. 00 4-5s.

The *Vermont Bicycle* for October comes out in a new dress, having adopted the form which the bicycle papers seem to monopolize.

During the past London racing season, Furnivall won 18 first and 4 second prizes. J. E. Fenlon won 15 firsts, 10 seconds and 6 thirds.

A contemporary says we want all the news, and we want it boiled down. Chestnuts! Ting-a-ling-aling! *Entre nous* though, some editors should use a boiling pot.

Wheeling will shortly publish a series of articles from the pen of Mr. J. R. Hoag, who will endeavor to prove that the abolition of the amateur definition would improve the sport.

The editor of the *Vermont Bicycle* says that "track racing"—racing men he means—"should be classified." The editor is no relation to Rip Van Winkle, and he is not intimately related to the seven sleepers.

It is rumored that as soon as Furnivall's 2.30 mile is beaten, the Humber people will put W. A. Illston into commission to lower the new figures. Illston is reported to have ridden in 2.26 2-5.

W. J. Morgan, the "smiling senator," and Mademoiselle Louise Armaindo, will make an attempt at the Lynn cycle track on Monday, October 19th, to make a twenty-four hours tandem record.

The winter festivities are commencing to boom. The Milford Wheel Club, of Milford, Mass., is early in the field with the announcement of a grand promenade concert and ball, to take place November 12, 1886.

The papers print so much trash about Rowe and Hendee that we scarcely know what to believe. First we are told that Mr. Ducker is going to back Hendee against Rowe in a series of three races to the extent of \$1000. Then we are told that Rowe refuses to ride Hendee at Springfield because his club wants him to make the records on the home track. Lastly, Rowe is made to say that he will race Hendee any distance for \$3000, in any city but Springfield, or will beat any record which Hendee may make. As yet Hendee has said nothing in reply; neither has manager A. L. Atkins. When the latter talks we shall tell our readers all about it.

John McCarthy, a brakemen on a freight train, attempted to cross the railroad tracks and was struck by the engine. We are happy to report that the engine was unhurt, and went on its way rejoicing. John was badly hurt but will not quite die. Moral: never fool with railroad trains.

We sincerely hope some kind English soul will conduct Mr. Hillier—the champion of all distances for 1881 we mean—to a padded cell and there gently break to him the story of Rhodes' hour ride. There is no telling what effect the announcement will have on a person suffering from Mr. Hillier's disease, and it is best that every precaution be taken, as the patient is liable to harm himself. We are curious to know in what manner and in what direction, Mr. Hillier's paroxysms will manifest themselves.

The following scratch men and back markers are now suspended by the N. C. U. for various reasons:—A. P. Engleheart, E. Hale, E. Oxborrow, R. H. English, F. W. Allard, F. S. Buckingham, R. V. Asbury, Jack Lee, H. Roberts, (of Sheffield), and several minor lights. In addition to these, the various riders who competed—refusing to protest against Engleheart and Oxborrow at Coventry are also suspended, to say nothing of the 19 competitors at Dover who raced at a mixed meeting.—*Wheeling*.

The run of the Nassau Wheelmen of Brooklyn to Coney Island was carried out on Saturday, 9th inst, by twelve men. The next ride will be on Saturday 16th, starting from the club house, 387 Third Street, Brooklyn, at eight p. m., to which all wheelmen are invited. The gentry who are in the habit of throwing stones at wheelmen along this route will meet with a warm reception if they indulge in these tactics next Saturday, as the Nassaus are determined (if they catch them) to mete out punishment to the offenders. Among those who attended the last ride were J. H. Mellor, (Capt.), J. W. Bate, W. K. Cleverly, A. Smith, L. Smith, M. Allen, &c.

Sad Calamity.—While coasting down a hill on Sunday, September 27th, Harry Etherington, the proprietor of *Wheeling*, rode over the neck of a gander. The poor fellow was carried home unconscious, and after lingering for some hours, during which time he was unable to recognize his dearest friends, he died. It is said the criminal will start a subscription for the relief of the widow and orphans of the diseased. Later reports, however, advise us that Harry has gone into the butchering business on a large scale, and announces himself open to slaught-

er geese and antiquated ganders with neatness and despatch. The necks of the birds are laid along the hill and Harry coasts triumphantly along, like another Juggernaut.

"The glory of Springfield is departed" says a contemporary. It is not known what direction the "glory" took, but anyone meeting it will confer a favor by returning it to H. E. Ducker, Springfield, Mass.

The Brooklyn Bicycle Club's "visitors' night" on Wednesday, Sept. 29th, was a grand success. Messrs. H. E. Raymond, G. Bancroft and T. C. Fredeker of the reception committee were on hand everywhere with their smiling faces, to welcome and entertain the visitors. There were fully fifty wheelmen present, representing all the clubs. Mr. H. L. Hall recited several anecdotes, Mr. W. R. Homan, pianist and Mr. W. E. Fuller, violinist, entertained the wheelmen with some fine music. A bountiful spread was enjoyed. At eleven o'clock the club house was still lively. The club has now fifty-eight members and received four applications lately. It is the only association that occupies a whole house except the L. I. Wheelmen.

A new bicycle.—We have frequently asserted that success lay before the manufacturer who would introduce an ordinary bicycle to compete with the safeties by the adoption of a more open build, and so arranged as to permit the rider to bestride a wheel which, not so small as the wheel of a modern safety, should be smaller than the ordinary wheel, and thus strike a happy medium, and it is consequently with pleasure we note the fact of the introduction of such a machine by Mr. J. Devey, who designates it the "Sir William," and describes it as follows:—"This machine has been introduced into the market because of the great objections many riders have to safeties with chains and high gearing, and it is so constructed that it will suit anyone wanting to travel at a moderate speed and with very little exertion. It is fitted with the patent adjustable and detachable handle-bars, which can be raised or lowered to suit rider, or taken out altogether as in case of packing, &c.; besides, the principle of adjustment enables the handle-bars to be turned round, and this will be found very convenient when the machine is required to be stored in a small place or for taking it up a narrow way. By this arrangement a machine four inches lower than the ordinary bicycle may be ridden. Thus the rider has much more power over his work, and the machine being fitted with long cranks the steepest hills may be mounted with ease.—*The Cyclist*.

RECORD BREAKING EXTRAORDINARY.

Without a pacemaker and on a 50-mile straightaway and surveyed road at Crawfordsville, Indiana, Stillman G. Whittaker started at 5 A. M., September 24th, for the 50 and 100-mile records, under A. C. U. rules. He did the 50 in 2 hours, 55 minutes and 46 1-2 seconds, beating Geo. Weber's American record by over nine minutes, and Golding's English record by over eleven minutes. He finished the 100 in 6 hours, 43 min. and 59 seconds, knocking McCurdy's record over an hour.

His mount was a 51-inch American Champion, constructed solely for road riding. Whittaker says it's the bearings

We will Absolutely Guarantee

THE AMERICAN SAFETY

To be the Easiest Running Bicycle in the World, and we know whereof we speak.

It is original too and not a copy of a foreign make. We append herewith the unsolicited testimony of three of the largest dealers in the country who sell all the well-known makes, and who have purchased, paid for, and are now riding this machine because they know it is the best, and therefore the mount for their personal use.

DAYTON, OHIO, August 13th, 1886.

MESSRS. GORMULLY & JEFFERY.

Dear Sirs: Please send me, by freight, as soon as possible, one 42-inch American Safety, with ball bearings to both wheels and cranks, and with cow-horn handle bars. I wish this for my own use. I have, for the last five years, been riding an _____ but the American Safety you sent me has spoiled me, and I think the one you send me will be my future mount.

Very respectfully,
A. W. GUMP.

INDIANAPOLIS, IND., May 6, 1886.

MESSRS. GORMULLY & JEFFERY.

Please ship, etc., also, a 46-inch American Safety, with balls all over, for the writer's own use. We believe you have by far the best dwarf machine in the market. It runs easier than any light roadster I ever mounted, and I shall ride one the balance of the season.

Yours truly,
C. F. SMITH,
Manager Indiana Bicycle Co.

NEW HAVEN, CONN., June 3, 1886.

MESSRS. GORMULLY & JEFFERY.

The 42-inch Safety has arrived, and the purchaser is more than pleased with his mount. I tried the American Safety myself, and I must say that it has the finest action for a Safety and the easiest running bicycle I ever rode, and that is saying much, as I have ridden almost every make. I congratulate you on your achievement of turning out the best Safety for the lowest price.

Yours,
J. C. THOMPSON,
Pres. and Treas. Am. Bi. Co.

The last edition of our catalog printed in July and containing detailed descriptions of this and our other excellent cycles mailed free.

GORMULLY & JEFFERY,

CHICAGO, ILLS.



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Twenty-one in the hour.—It is no longer twenty in the hour, but twenty-one. The feat is recorded in another column, and reflects credit not alone on the rider, but on the manufacturers of the "Victor" bicycle, who are liberal and enterprising enough to show the cycling public that wheels that are wheels may be made in America, and to show the lay public what speed may be gotten out of a bicycle. Of course some will say: "Rot!" "Stuff!" etc., and others will whisper: "Advertisement!" but all to the contrary, the Columbia and Victor manufacturers are doing good in more ways than one, and every wheelman in the country should recollect that it takes such methods as this "record competition business" to attract the attention of the people, and add recruits to the army of wheelmen. It was admitted on all sides that the weather misbehaved badly during the tournaments, and never permitted the fast men to show what they were capable of, and it is proper, now that they are in such perfect training, that they place the wheel records where they belong. Rhodes effort was the first of the series of record trials which are to be made at Hampden Park, and which will probably settle the vexatious query of how fast a man can ride a mile. We expect a series of extraordinary times, and we shall brand each of them with a stereotyped: "simply remarkable," as the labor of inventing or ferreting out expressions to properly represent our admiration would be too exhausting. Meanwhile we say "go at it Columbia and Victor," and may the best man or machine, whichever it is, win.

The Camden Wheelmen have postponed their race meet until October 23d. Entries close October 20th with W. S. Risley, Secretary, 111 Market Street, Camden, N. J.

THE DORCHESTER CLUB'S ROAD RACES.

The regular fall road races of the Dorchester Bicycle Club were held at Milton, last Saturday afternoon and were well attended.

William S. Doane came in first in the fifteen miles race with a record of 54m. 21 1-5s. William Emmerson, second, 58m. 4 4-5s.; and Arthur Benson, third, 58m. 12 2-5s. S. R. Bates took a header when approaching the finish, badly wrenching his wrist.

In the one-mile race there were five entries. F. G. Fowler was first in 3m. 29s. T. W. Archer, second; J. W. Gough, third; C. J. Drake, fourth, with A. G. Burton bringing up the rear.

In the three miles race Arthur Benson was first, in 10m. 37 2-5s.; William Emerson, second in 10m. 50s. William Forbes, third, 11m. 15s.; and F. G. Fowler, fourth, in 11m. 45s.

The sixth race was won by G. R. Bates, in 22m. 26 1/2s. Time of the others was not taken. The prize was a pair of ball pedals. The referee was A. G. Peck; judges, W. G. Kendell, W. S. Atwell; timer J. E. Saville. clerk of course, Charles Drake.

THE ESSEX COUNTY RACE MEET.

The League of Essex County held a race meet at the Lynn track last Saturday. It was very poorly attended. Summary:

Three miles bicycle handicap.—Hunter, Salem, time 8m. 35s.; second Charles Ware, Marblehead 2nd Sherman dropped out on last mile.

Two miles bicycle lap.—W. H. Boudreau, first, time 6m. 04s.; P. J. Berlo, second.

One-mile bicycle, L. E. C. W. championship, prize silver cup.—Entries: J. H. Sherman, Lynn; Dr E. Hunter, Salem; F. M. Barnett, Lynn; Charles W. Ware, Marblehead. Won by D. E. Hunter, time 3m. 12-5s.

Five miles bicycle.—Winners: D. Edgar Hunter and Ware, Best time 16m. 58s.

One-mile bicycle tug-of-war, between the Lynn and Peabody Cycle Clubs.— Won by the former in 2m. 52 2-5s.

John T. Williams, Boston, rode a mile against time in 2m. 55 2-5s. The record is 2m. 53 2-5s.

THE ELIZABETH WHEELMEN'S ROAD RACE.

The Elizabeth Wheelmen held their annual handicap road race last Saturday, over the Irvington Milburn course. The race was won by George Pennell, who was given four minutes handicap. His actual time was 44m. 49s. The start was made as follows: 1, Oliver and Oliver, tandem, handicap 7 minutes, at 4.45 P. M.; 2, D. B. Bonnett, single trike, handicap, 5 minutes, at 4.47 P. M.; 3, George Pennell, handicap 4 minutes, at 4.48 P. M.; 4, W. Barrows, bicycle, handicap at 4.50 P. M. (Barrows made a false start, returned and started over at 4.55 P. M.); 5, L. B. Bonnett, bicycle, scratch, at 4.52 P. M. The following table gives position of the contestants at the finish.

		ACTUAL TIME
1.	George Pennell,	5:32.49 44 49
2.	D. B. Bonnett,	5:33.33 46 33
3.	Oliver & Oliver,	5:33.43 48 43
4.	L. B. Bonnett,	5:33.46 41 46
5.	W. Barrows,	5:35.36 40 36

RACING AT CINCINNATI.

The Avondale Bicycle Club held a race meet at Chester Park on Saturday, October, 2d. Summary:

One-mile for the Sun medal; first prize, brass candlesticks; T. R. Belding, 3.02 2-5s.; H. B. Burroughs, 2; Thos. L. Wayne, o.

Half-mile without hands.—H. S. Rogers, Covington, 1, 1.50; Rowe, Avondale, 2.

One-mile open—Frank Address, Avondale, 1, 3.27 2-5; T. R. Belding, 2; T. L. Wayne, o.

Half-mile open.—H. B. Burroughs, Avondale, 1.32; Albretch of Avondale, 2.

One hundred yards sprint for Avondale members. T. R. Belding, 11 2-5s.

Two miles open.—Belding 7.32; Wayne, 2.

One hundred yards slow: George Burroughs, Avondale, 2.35 2-5.

One-mile handicap—Frank Hafer, 40 seconds, 3.20; T. R. Belding, scratch, 2; Rowe, o. Graighead, o.

One-mile consolation.—T. L. Wayne, 1, 3.33; Williams, 2.

RACING AT PHILADELPHIA.

The association for the advancement of cycling, organized some months ago for the purpose of making the Philadelphians "sit up," held a race meet last Saturday afternoon, at the grounds of the West Philadelphia Association. A large crowd was present, the grand stand and open benches being well filled. The result of the different events were as follows:

One-mile open.—First heat: J. B. Pearson, Millville, N. J. and W. I. Wilhelm, Reading, Pa., dead heat for first place, time 2m. 51s.; second heat, Harry Schwartz, Reading, 1st, H. E. Gammons fell, cutting his head and shoulders. Final heat; Schwartz 1st; Wilhelm by a few feet, Pearson, 3d.

One-mile boys under sixteen.—Fred Coningsly of Philadelphia, walked over; time, 3m. 18s.

One-mile, novices.—J. S. Bretz, Philadelphia, 1st; J. J. Bradley, close up.

One-mile Century Wheelmen's club championship.—F. H. Garugues, 3m. 18 1-5s.; R. Shaffer, 3m. 23 4-5s.; A. D. Pedrick, o.

One-mile Norristown Club championship. H. E. Gammons, 3m. 19 3-5s.; L. L. Bicking, second.

One-mile Millville Club championship—J. W. Pearson, 3m. 13 3-5s.; C. S. Stevens, second.

Two mile scratch race; First heat—only one mile run in the heats—W. I. Wilhelm, 2m. 57s.; H. Schwartz, second. Second heat—W. E. Crist, 2m. 58 2-5s.; C. S. Stevens, second. Final heat, Crist, first; Wilhelm distanced.

One-mile Camden Wheelmen's Club Championship.—N. B. Weaver, 1st; W. M. Justice, 2d; G. N. Strong, o.

One-mile Penn'a Club Championship.—T. Shaffer, 3m. 10 2-5s.; L. A. Hill by a half-foot.

One-mile Philadelphia Club championship —H. R. Lewis, 3m. 15s; E. W. Burt, 2d.

One-mile championship of Philadelphia.—W. A. Richwine, 3m. 02 4-5; M. J. Bailey o.

One-half-mile open—First heat, W. I. Wilhelm, 1m. 25 2-5s.; W. A. Richwine, 2d. Second heat, W. E. Crist, 1m. 25 1-5s. Final heat; Crist, 1m. 23 2-5s.; Wilhelm, 1m. 23 3-5.

OVER TWENTY-ONE MILES IN THE HOUR.

The record breaking season which has been anticipated by the enthusiasts even from before the tournaments was opened on Hampden park, on Friday, October 8th. Only the promateurs are at work now, but the professionals are promised next week. Next to fighting for prizes in the tournaments, the makers of stanch racing wheels esteem the efforts of the riders in their employ to cut out new worlds records. The boys are stimulated to out-do each other in these contests, even more than in the races, and the managers or proprietors of the teams wax far more enthusiastic. The most excited man of the 200 or so on Hampden park yesterday was A. H. Overman, for it was W. A. Rhodes of the Victor team that opened the ball with a magnificent record-breaking ride of one hour. The day was simply perfect: a warm still air that gives a rider life and encouragement; wholly free from the wind that retards and the chilliness that stiffens the muscles and joints. Frank Ives of the Victor team did most of the pace-making, and the others who kept the plucky Rhodes up to his work were Haradon and Adams of this city, and "Jack" Illston of Hartford. Rowe and Hendee of the Columbia team and several stock-holders of the Overman Company watched the ride from the judges' stand with these officers: Referee, Howard P. Merrill; Judges, E. M. Wilkins, W. A. Rowe, C. W. Foudrinier; timers, C. E. Whipple, H. S. Cornish, and Arthur L. Atkins; scorer, E. M. Wilkins; starter, Fred. F. Dewey. There were no slow miles; each was done in less than three minutes, and the last was done in 2m. 44s., and the average was 2m. 49s. The record breaking began at 11 miles, Rowe's 10-mile ride at Lynn last summer still being good for records from 6 to 10 miles inclusive. Rhodes covered twenty miles in 56m. 28 2-5s, 1m. 51 3-5s. better than Rowe's time made here a year ago. His 21st mile was 3m. 15s. under the record of J. E. Fenlon, of England, the Gainsborough Club rider, who holds two long distance championships on the other side. Having finished the 21st mile within the hour, Rhodes ran out the 47 3 5 seconds left him, and covered 530 yards, which beats Rowe's hour record by 1146 yards, or 1 lap and 266 yards. Rhodes did not, of course, beat his own world's record from 2 to 5 miles inclusive, made here a week before the tournament. The details of his ride, with the previous best records, are as follows:—

DISTANCE		PREVIOUS RECORD	RHODES' TIME.
1 mile	Furnivall	2.30	2.48
2 miles	Rhodes	5.19	5.38
3 miles	Rhodes	8.01 1-5	8.33 4-5
4 miles	Rhodes	10.48 4-5	11.19 1-5
5 miles	Rhodes	13.30	14.11 1-5
6 miles	Rowe	16.47	16.57 2-5
7 miles	Rowe	19.38	19.48 3-5
8 miles	Rowe	22.24 2-5	22.37 1-5
9 miles	Rowe	25.18 2-5	25.28 2-5
10 miles	Rowe	28.03 2-5	28.17 3-5
11 miles	Rowe	31.37 1-5	31.11
12 miles	Rowe	34.32 2-5	33.57 1-5
13 miles	Rowe	37.24 3-5	36.52 2-5
14 miles	Rowe	40.25	39.38 3-5
15 miles	Rowe	43.26 1-5	42.29 2-5
16 miles	Rowe	46.29 2-5	45.14 1-5
17 miles	Rowe	49.25	48.03 4-5
18 miles	Rowe	52.25 1-5	50.53 2-5
19 miles	Rowe	55.22 2-5	53.38 1-5
20 miles	Rowe	58.20	56.28 2-5
21 miles	Fenlon	1.02.27 3-5	59.12 2-5

One-hour ride: Rowe, 20 miles, 1144 yards; Rhodes, 21 miles, 530 yards.—*Republican*.

ANOTHER TWENTY-ONE IN THE HOUR.

On Tuesday the "Columbia" team commenced hacking at the records, the first blow being struck by Wm. A. Rowe, who made a remarkable hour's ride, beating all records from six to twenty-one miles. Rowe, who was in fine condition, began his ride at three o'clock, at which time it was warm and still. He was carried on by Hendee, Haradon and Adams, and timed by Chas. E. Whipple, H. C. Robinson and Charles H. Parsons. The following table best illustrates the value of Rowe's effort.

MILE.	ROWE.	EACH MILE.	PREV. REC.
1	2.49 2-5	2.40 2-5	2.30
2	5.28 4-5	2.48 2-5	5.19
3	8.11	2.42 1-5	8.01 1-5
4	10.48	2.37	10.48 4-5
5	13.42 1-5	2.54 1-5	13.30
6	16.31 1-5	2.49	16.47
7	19.16	2.44 4-5	19.38
8	22.04 1-5	2.48 1-5	22.24 2-5
9	24.48	2.43 1-5	25.18 2-5
10	27.37 1-5	2.49 1-5	28.03 2-5
11	30.22 4-5	2.45 3-5	31.11
12	33.09	2.46 1-5	33.57 1-5
13	35.54 2-5	2.45 2-5	36.52
14	38.43 4-5	2.49 2-5	39.38 3-5
15	41.32 1-5	2.48 2-5	42.29 2-5
16	44.25	2.45 1-5	45.14 1-5
17	47.12 1-5	2.47 4-5	48.03 4-5
18	50.00	2.47 4-5	50.53 2-5
19	52.47 2-5	2.47 2-5	53.38 1-5
20	55.36	2.48 3-5	56.28 2-5
21	58.19 2-5	2.43 2-5	59.12 2-5

One hour, Rowe, twenty-one miles, 1149 yards.

One hour, Rhodes, twenty-one miles, 530 yards.

IVES MAKES WORLD'S RECORDS.

IN A 100-MILE RIDE ON HAMPDEN PARK.

Frank F. Ives of the Victor bicycle team of promateur riders, won new glory on the Hampden Park track Saturday, when he rode 100 miles against time. The day was perfect for the contest, warm, mild and sunny; no wind was blowing till after he had rolled off 80 miles, when a light breeze sprung up. The track was in excellent condition. Ives was in excellent trim. He started at 10.22 A. M., and at once took a rapid pace. He had missed the world's records in rides last year, he said, because he had started too slow. He reeled off 20 miles 560 yards inside the hour without worrying, and after he passed the 21 mile record of Rhodes the old list of world's records fell in a swath, cut down by several minutes and placed where they will be hard to reach. He spun around the track for 50 miles, filling his belt with records before he dismounted. He took eight minutes for rest and food and was rubbed down. Then he was on the saddle again, still ahead of the records, and rode 18 miles more, harvesting the records again. He made another stop for the 69th mile and that was fatal, whether for bad judgment in taking food or because his previous rapid ride had been too much for him on the long journey; certain it is he rode in much poorer form, without life or vim after it. But he rode pluckily to the end, and though missing by several minutes the world's record which the Englishman may still hold, his times will stand, however, as American records from 69 to 100 miles. Ives was well-paced by Rhodes, Rowe, Illston and Haradon. He was loudly applauded toward the close on each lap by the crowd.

The officers of the race were: Referee, H. P. Merrill; judges, Asa Wendell, A. O. Sinclair and Mr. Peet; timers, Fred R. Brown, C. P. Adams and William Bleloch; starter, C. E. Whipple. The time was well kept so long as the records were being broken, but after that the watches had a go-as-you-please contest among themselves, carelessness appeared and the times became uncertain. The 100 miles were registered by them at 6h. 5 3/4s; 6h. 3m. 45 3-5s. and 6h. 3m. 59 4-5s. The time given for the world's record are the certified times and for the American records which follow the set taken with apparent accuracy by Charles P. Adams, are used.

The table below gives the world's records for the distances from 1 to 68 miles, as they stood before Ives made his ride, and the times he made. The star marks the world records as they now stand. The table of records is:—

Miles.	Pre. Rec. Time.	F. F. Ives	Miles.	Pre. Rec. Time.	F. F. Ives
1	*2.30	2.50 3-4	51	2 55.34	*3.45.59 2-5
2	*5.19	5.44 3-4	52	2.58.43	*2.49.42 3-5
3	*8.01 1-5	8.40 3-5	53	3.02.50	*2.53.17 1-5
4	*10.48 4-5	11.37 1-4	54	3.05.32	*2.56.40
5	*13.30	14.34 4-5	55	3.10.58	*3.04.14
6	*16.47	17.33 1-5	56	3.13.02	*3.03.38
7	*19.38	20.34	57	3.18.03	*3.06.59 3-5
8	*22.24 2-5	23.34	58	3.20.08	*3.10.56
9	*25.18 2-5	26.34	59	3.25.01	*3.13.54 3-5
10	*28.03 2-5	29.33 2-5	60	2.27.15	*3.17.20
11	*31.11	32.19 4-5	61	3.32.07	*3.20.55 1-5
12	*33.57 1-5	35.17 3-5	62	3.34.18	*3.24.42 3-5
13	*36.52	38.16	63	3.39.01	*3.28.11 3-5
14	*39.38 3-5	41.15 4-5	64	3.41.34	*3.32.14
15	*42.29 2-5	44.11 1-5	65	3.45.55	*3.36.02
16	*45.14 1-5	47.10 3-4	66	3.48.49	*3.39.49
17	*48.03 4-5	50.11	67	3.52.45	*3.43.59 1-5
18	*50.53 2-5	53.09 3-4	68	3.56.12	*3.48.37
19	*53.38 1-5	56.07 1-2	69	4.01.26 3-5	4.02.40 3-5
20	*56.28 2-5	59.02 1-2	70	4.07.27 1-5	4.08.32 3/4
21	*59.12 2-5	1.02.03 1-4	71	4.13.03	4.13.27
22	1.05.31 3-5	*1.05.17	72	4.18.30 3-5	4.17.51
23	1.08.35 1-5	*1.08.32 1-5	73	4.23.01 1-5	4.20.42
24	1.11.40 3-5	*1.11.33 3/4	74	4.41.35 3-5	4.24.22 3/4
25	1.14.38	*1.14.23	75	4.45.07 4-5	4.27.56
26	1.18.56 2-5	*1.17.20	76	4.48.48 1-5	4.31.30
27	1.22.21	*1.20.16 3/4	77	4.52.31 2-5	4.35.00 1-4
28	1.25.49 4-5	*1.23.14	78	4.57.11	4.38.54
29	1.29.22 1-5	*1.26.12	79	5.00.05	4.42.23 3/4
30	1.32.56 1-5	*1.26.09 4-5	80	5.04.17 2-5	4.45.43
31	1.36.45	*1.32.05 1-5	81	5.08.25 3-5	4.48.36 1/4
32	1.40.22 1-5	*1.32.05 3-5	82	5.12.23	4.52.02 1/2
33	1.44.06	*1.38.01	83	5.16.43 1-5	4.55.26
34	1.47.43	*1.40.59 4-5	84	5.20.45 2-5	4.50.07 3/4
35	1.50.24	*1.44.05 3-5	85	5.24.41	5.02.45
36	1.55.28 3-5	*1.47.18 4-5	86	5.28.23 3-5	5.06.42 1/2
37	1.59.19 3-5	*1.50.35	87	5.32.01 3-5	5.10.38 3-5
38	2.03.15 1-5	*1.53.47 2-5	88	5.35.50 1-5	5.14.53 1/2
39	2.06.49 1-5	*1.57.01	89	5.39.55 2-5	5.18.59 1/2
40	2.10.05 4-5	*3.00.17 2-5	90	5.43.57	5.22.10
41	2.13.31 3-5	*3.03.30 3-5	91	5.47.58 2-5	5.26.33
42	2.16.51 2-5	*2.06.47 1-5	92	5.52.24 3-5	5.30.49 3/4
43	2.20.18 4-5	*2.10.04	93	5.57.41 2-5	5.34.03
44	2.23.42 1-5	*2.13.25 4-5	94	6.01.47 4-5	5.37.42
45	2.27.05 4-5	*2.16.42 2-5	95	6.05.44 3-5	5.41.37
46	2.30.33 2-5	*2.19.56	96	6.09.32 2-5	5.45.13 1/2
47	2.34.04 3-5	*2.22.23	97	6.13.39 4-5	5.48.59 3-4
48	2.37.43 1-5	*2.26.44	98	6.17.42 4-5	5.52.59
49	2.41.08 2-5	*2.30.15 3-5	99	6.21.50	5.56.46 3/4
50	2.44.58 3-5	*2.33.54	100	6.25.30	6.00.05 3-4

It is a matter of great wonder, says the *Springfield Union* how the professionals support themselves, especially those who are not prize winners. The majority of them have other irons in the fire, and tournament earnings are only considered as perquisites by many of them. Howell, Wood and Woodside get a regular salary from the manufacturers whose machines they ride. James is a gentleman and rides for pleasure. He is said to have quite a private income. Prince and Eck have scooped a pile of six-day races the past year, and by exhibitions at cattle shows and other similar schemes. Neilson has had a backer whose confidence in Neilson's Powers have caused him to contribute the wherewithal. Frazier is employed by the Star folks, and Crocker has been in the employ of the Pope M'f'g Co., as Burnham's trainer. He will also be retained to capture tricycle records. Morgan has an interest in a theatrical agency at Chicago, and Fred Merrill is a dealer in bicycles and general sporting good at Portland, Ore.—*Boston Globe*.



"Why don't you treat the Park Commissioners the way they deserve?" asks a sympathizing friend. There are several reasons. The principal one is, the authorities are rather strict in the matter of murder just now, but the suggestion is worth thinking about.

Teacher.—What is velocity?

Young Cyclist.—Hendee on a bicycle.

Count that day lost, whose low descending sun sees no new libel suit begun against L. A. W. officers.

The K. C. W.'s don't feel extremely well satisfied with the result of the recent team race at the Roseville meeting, where they were defeated by the H. C. W.'s. A new challenge will likely result in consequence.

Fred. Wood don't seem to think that Wm. A. Rowe can defeat him. I heard Wood offer to ride Rowe for \$1,000 a side, and the reply was both amusing and instructive. Doubts were expressed as to whether the elastic rules of the A. C. U. could be stretched to accommodate such a race, when Wood remarked: "Blow your blooming promateur. 'E's nothing but a pro anyway, besides aint it worth turning a pro to get \$1,000 and beat Fred. Wood?" That's logic.

Manager.—"Do you want any of my amateurs at your races?" Director.—"Well, I don't know, what have you got?" "Well, I have two that are eighteen karets fine, warranted pure, and about six not quite so perfect." Director.—"Well just send me down half a dozen assorted brands. Terms as usual, I suppose?" Manager.—"Yes, sir; just the same. Next season though, I will have a larger supply, and prices will be much lower, but just at present they are a little out of season, and the few hot-house specimens I have must be well paid for." This is about a sample of the way its run now-a-days. Amateurship is as much a commodity as flour, and is bought and sold in the open market in exactly the same manner.

Won't it make a "rattle among the dry bones," if Dr. Blackham's motion to throw open the columns of *The Bulletin* for the discussion of machines, prevails? It seems to me that it will result in about as pleasant a time, as a certain monkey and parrot once had, when allowed to get at each other, uninterrupted by any of the restraining influences which had previously kept them apart. Never mind, doctor. If the angel Gabriel were to come down from heaven to head a successful rise against the most abominable unrighteous interests which the poor old League ever groaned under, he would most

certainly lose his character for many years, probably for centuries, not only with the upholders of said interest, but with the respectable mass of the members whom he had benefited. They wouldn't ask him to dinner, or let their names appear with his in *The Bulletin*. Such being the case, you must not expect any different treatment from what you are experiencing, discouraging though it may be. Reformers' paths are never rosy ones, and yours is no exception to this rule.

FOR SALE.—A few first-class promateurs. Used only one season. Warranted first-class. Are all record-makers and breakers. Will work in either single or double harness. For terms, address,

OWNER, Boston, Mass.

A damaging admission—admitting pros into the L. A. W.

New York has at last a first-class track, run by first-class men, in the one at Roseville. It now remains with ourselves whether it continues as it has begun. If we support them as we should do, they in turn will leave nothing undone for our comfort and success. So much in favor for both sides, now for the contrary. The ditch which at present adorns the track between the pole and the fence, is both dangerous and menacing to riders, and should be in some way covered to remove these defects. This is the only fault that I, a chronic kicker, can find, and it is indeed lost to sight, when we see the numerous advantages that are offered us in compensation for this one defect.

The ex-champion, Gideon, seems to have fallen as far back in the welfare of cycling, as he has in its racing. Instead of doing at least naught to detract from the efforts of the Association for the Advancement of Cycling, holding a race meet at Philadelphia on Saturday last, he indulges in some childish and infantile prattle in *The Bulletin* about track dangers, etc., etc., *ad lib.* This is neither creditable to him nor to the cause he poses as a champion of.

Stevens should call his wheel "kindness," because kindness goes a long ways.

I seem to have stirred up my genial friend *Recreation*, because I alleged that Hendee, while able to beat records like Courtney, the oarsman, lacked the heart to beat men, even his inferiors, when pitted against them in competition. Here my comparison ended, but *Recreation* tries to carry it further to the injury of Hendee, which was not my intention. To show that such is not the case, I will go on record here as being willing to vote for the reinstatement of George M. Hendee as an amateur, should he apply for such, believing him more sinned against than sinning, and still an amateur at heart. While this is my vote pledged for Hendee, yet would I not support the entree of the others of the promateur class into the League, knowing full well the difference of spirit that actuates them. This is, I know, an illogical and unsupportable platform that I announce, but nevertheless, I adopt it.

Mr. Ashley, of the Citizens Club, gave a dinner with covers for twelve at Morrelli's last week, in honor of Dr. N. M. Beckwith. The affair, for perfection of detail, has rarely been equaled. To the music of a mandolin quartett, twelve courses were disposed of. All events scratch and purely amateur. League rules to govern. The Hon. Richard Nelson entered under protest, the point being taken that he was a professional gastronome. I am happy to declare though, that he escaped with a "Scotch verdict" of not proven. The menus were imported to order, and were adorned with the photos of all the guests.

Messrs. Muller and Agresta, of the Ixions, have built a tandem bicycle which overcomes all the faults of former ones. There is not a single rider in the club who can hold them for a mile upon the road, and when coasting the, speed they attain is simply tremendous.

Wm. E. Crist, of the Capital Club, well known as a racing man, and now training at Roseville for the races on Saturday, has an epitome of his racing career on his watch chain. At one end is attached the first medal he ever won, and at the other end is his last prize, a handsome gold watch won at Roseville. The difference in the two prizes show that value in awards have kept pace with the speed and interest in cycling racing.

A club is like a cauldron, continually nibbling and bringing to the surface the refuse and light weight of its members, which when skimmed off and cast away, leaves the club benefitted and purified thereby. There is a great deal of this now going on in city clubs largely to their advantage.

THE OWL.

A NOVELTY IN TRICYCLES.

The Sterling Cycle Company is out with a tricycle without the spider wheel, without a rubber rim, without ball bearings, without a differential gear. The wheels are made of second growth hickory and weigh about eleven and one-half pounds. The driving wheels are thirty-six inches and the small wheel twenty inches. The tire is of steel and leather. The machine is made of English seamless drawn tubing. It is a handle-bar, automatic steerer, with a wheel base forty-one inches long. It employs lever action and a clutch in its driving mechanism. By turning a crank at the top of the steering post, one can gear the machine down very low or up very high, stopping at any intermediate point. A dial with a moving finger shows one at a glance just where the machine is geared to. By moving the fulcrum of the lever, a change is easily made from one power to another, and this is done with a device which is very simple, of little weight, and of trifling expense. The device does not add a quarter of a pound to the weight of the machine nor a dollar to its expense, and one can gear high, low, or to any intermediate point.—*Boston Herald.*

A. L. Atkins says that the Columbia team will remain at Springfield probably for a month, during which time they will have several bouts with Father time.

THE LONG ISLAND WHEELMEN WILL NOT DISBAND.

Editor of THE WHEEL:

DEAR SIR:—If your correspondent who reports "from reliable sources" that "The Long Island Wheelmen are going to disband," and who then, with kind consideration and forethought, indicates the future intentions of its members, will communicate his information to the undersigned, he will confer a favor upon the Club.

There is probably no more joyous sensation than reading one's obituary, suitably embellished and published.

I have always been under the impression that THE WHEEL was as careful in its statements of news as it was able in its editorials.

Therefore, the announcement of our contemplated club demise, leads me to suggest that justice to your standing as a correct and trustworthy reporter of bicycling news, would require you to quietly overhaul and reprimand your correspondent, or else equip him with an "anti-header," and require him to ride a "safety."

Please, therefore, chronicle in as public and absolute a manner as possible, the statement, from a source somewhat more reliable than that from which the paragraph in the last issue of THE WHEEL was drawn, that the Long Island Wheelmen have not and never had the slightest intention of disbanding, and never did nor did anyone in their behalf manifest any such disposition.

That whoever gave the information made an inexcusable error, which he should rectify at once, either by an acknowledgement of his mistake, or by disclosing the source of his information, to the end that we may direct our attention to such individual and labor strenuously for the improvement of his moral character and the development of his powers of observation and comprehension.

Yours fraternally,

CHARLES S. LUSCOMB,
Capt. L. I. W.

[We are very much pleased to insert Captain Luscomb's denial of the rumor that the Long Island Wheelmen intended to disband. Our Brooklyn correspondent, no doubt, got his information from some "authority," and as is often the case, the "authority" was wrong.—Ed.]

THOMAS STEVENS AND "OUTING."

To the Editor of THE WHEEL:

At the last meeting of the League of American Wheelmen held in Buffalo, a statement was made by one of the prominent speakers, calling in question the character of Thomas Stevens.

It was hinted that this gentleman belonged to a class of riders who are hired to exploit particular makes of bicycles.

As Mr. Stevens is now crossing India and close to the Chinese frontier, this slanderous statement will not reach him for many weeks. Will you kindly allow me therefore to state:—

1st. That Thomas Stevens is making the tour of the world solely as Special Correspondent of *Outing*.

2nd. That he is at perfect liberty to ride any style of bicycle he chooses.

3rd. That his expenses are paid exclusively and entirely by *Outing*.

4th. That no special manufacturing interests have anything to say in regard to *Outing*, the entire and sole control being vested in the Editor. I am,

Yours very truly,
POULTNEY BIGELOW.

THE COLORADO WHEEL CLUB RACE MEET.

The three days' annual meeting of the Colorado Wheel Club closed on the 3rd with an attendance of about 2,000. The weather during the entire meeting was all that could be desired, the track fast, and exceptionally good time was made. Visiting wheelmen were present from Salt Lake, Cheyenne and Colorado Springs.

FIRST DAY, OCT. 1.

One-mile novice—Austin Banks 1st; time, 3.00.

Half-mile, open—F. Wurtzbach 1st; time, 1.30.

Two miles, 7m. class—Al. Platfoot 1st; time, 6.33.

Mile heats (1st heat); prize, Columbia Light Roadster—Sid. Eastwood 1st; time, 2.50.

Half-mile, boys—Geo. Kennedy, 1st.

Half-mile, 1.40 class, heats—O. J. Hosford, 1st; time, 1.23; 1.21.

Five miles, State championship, Porteous medal—First heat, W. L. Van Horn 1st; time, 17.09 7-8.

Half-mile, hands off—H. G. Kennedy 1st; time, 1.30 7-8.

SECOND DAY, OCT. 2.

One-mile, 3.20 class, W. A. Marsh, Cheyenne, 1st; O. J. Hosford, 2d; time, 2.53.

One-mile, State championship, Porteous medal—Second heat, Sid. Eastwood 1st; time, 2.42 1/4.

Half-mile handicap—Geo. Price 1st; time, 1.29.

Half-mile, open—H. Petrie 1st; time, 1.25 1/2.

One-mile, 3.10 class—O. H. Hosford 1st; time, 2.50 1/2.

Mile heats, second heat, Columbia Light Roadster—Sid. Eastwood 1st; time, 2.49.

Quarter-mile, 50s. class—Bert Kennedy 1st; time, 43 3/4s.

Two miles, lap—J. Wood, Salt Lake, 1st; time, 6.39.

THIRD DAY, OCT. 3.

Five miles, handicap—W. A. Marsh, Cheyenne, (5s.) 1st; time, 15.29.

One-mile, championship C. W. Club—W. L. Van Horn 1st; time, 2.53.

Two miles, handicap—W. A. Marsh, Cheyenne, (scratch) 1st; time, 6.17 1/2.

Three miles, State championship, Porteous medal, third heat—Walk-over, Sid. Eastwood 1st; 10.01.

One-mile, handicap—Bert Kennedy (5s) 1st; time, 3.04 3/4.

Half-mile, handicap, boys—Walter Banks (10s) 1st; time, 1.45.

Five miles, lap—H. Petrie 1st; time, 3.09 3/4.

The Porteous medal, which was won by Sid. Eastwood, is valued at \$200, and is the donation of H. S. Porteous, a prominent jeweller of Denver, and is a beautiful piece of workmanship. It must be held three years in succession to become the personal property of the holder.

CAUGHT ON THE FLY BY DAME RUMOR.

"And he will talk. Ye gods! how he will talk."

It is said that Parker roameth around the club rooms o'night, inquiring of everyone: "Do you know TITNAM?" He is armed with a revolver, and he thirsteth for berludd.

Laughing Jones has at last won a race, and novices, races will know him no longer. Alackaday! Of course two of his competitors were idiotic enough to fall down, but this detracts none from the merry one's glory.

Rich has retired "for good." It is said he feared Parker, who, as everybody knows, beat Harry Hall in the Roseville consolation. The consolation came in the shape of a pair of gold cuff buttons.

Why don't Scorchers Hawkins of the Brooklyns' sit up straight? He continually bends far over the handle-bars as if determined to grind off his nose. It don't look well Hawkins, and the girls don't like it. If I know Hawkins, this last will fetch him.

This part of the world don't want any more promateur. The amateur and professional events at Roseville went off with *eclat*, but the promateur races were very tiresome.

The recent dastardly attack on three members of the Independent Wheelmen is exciting a great deal of interest in Brooklyn. The police said the offenders would be properly and promptly punished, but as yet, nothing has been done. Brooklyn is blessed (?) with the best police force in the country.

The New York *Times* had the worst report of the Roseville tournament of the New York papers, all of which were bad. Only eight out of nine races were wrong. Hendee was reported as winning the five miles promateur event in 15.52, after a sharp struggle with Ives, whereas Hendee won in 14.41 2-5 and never saw Ives after the pistol was fired. The *Times* reporter was a long; lean, lackadaisical youth, one of the "quite English yer know," and what he didn't know about bicycling would fill a volume, and what he did know would not half fill anything.

OLD INQUISITIVE.

A New Wonder

is not often recorded, but those who write to Hallett & Co., Portland, Maine, will learn of a genuine one. You can earn from \$5 to \$25 and upwards a day. You can do the work and live at home, wherever you are located. Full particulars will be sent you free. Some have earned over \$50 a day. Capital not needed. You are started in business free. Both sexes. All ages. Immense profits sure for those who start at once. Your first act should be to write for particulars.

THE CITY ON THE BLUFFS.

One would suppose on reading your well written article on page seven, Oct. 1st, issue, that the *cri-sis* had arrived at Springfield; at the same time they failed to *wipe* out all the records.

You would greatly oblige an interested public, if you could tell them, if there was sufficient water on the ground (when the ladies said to Tom, "Please wring out my *mouchoir*") to Duck'er under.

Pray do not say chestnuts, rats or ring that hanged old bell. I pledge you my word, it was not meant as a chestnut, but simply a continuation of "Those Springfield Tears." It's your fault if you hear "jing ling."

The Club here, has got a move on her, and is expected to do "lots" for her country. It has now a large active membership, and by the time this appears in print, will have a good fair lap track in the base ball grounds, it will not be a fast track, but it is thought a good one.

The League Meet in St. Louis, will no doubt give that body a good lift, in that section as well as all over the South. Memphis will surely send up a good delegation. Tennessee now numbers some seventy odd members, while on January 1st there was only about forty.

Our chief consul is working hard on Nashville to get them to come in and give us a helping hand. They are a little backward in the matter, but "nothing succeeds like success," so we think we will get them after a little more hard work.

Nearly all your New York illustrated weeklies are having a good time, giving us some fine illustrations on our two Congressional candidates. There are two brothers Bob a democrat and Alf a republican, who are now canvassing the state, and are attracting a great deal of attention where ever they go.

I notice with pleasure "The Owl" sitting with "feet over" and away he goes after one and all, and I *Frankly* believe 'E-gan catch 'em with the WHEEL he uses, and I fancy I can hear a melody "who, who are you" to drown the musical chimes of a little gong, suspended from a triangular piece of wire.

Just as I am about to send this letter off I understand (*pri mire*) that Rhodes has secured the one hour World's Record, having ridden twenty-one miles five hundred and thirty-four yards, inside the hour at Springfield, riding a Victor bicycle.

SOUTHERNER.

Memphis, Tenn., Oct. 9th 1886.

ROAD RACES AT BOSTON.

The Massachusetts Bicycle Club will hold its annual road races to-morrow. The events, the prizes and the officers of the day are as follows:

Thirty-mile open race—First prize, gold medal valued at \$50; second, revolver, presented by William Read & Sons; third, pair of rat trap pedals, presented by Stoddard, Lovering & Co.

Thirteen and one-half miles club race—First, handsome silver cup presented by the Pope Mfg. Co.; second, full-nickelled "King of the Road" bicycle lantern, presented by Stoddard, Lovering & Co.; third, pair of bicycle shoes, presented by W. B. Everett & Co.

Twelve and a half miles club tricycle race—First, Massachusetts club gold vest badge, second, full nickel-plated tricycle lantern, presented by the Overman Wheel Company, third an order for a five dollar panel picture, presented by Geo. H. Hastings.

The officials will be as follows: Referee, H. W. Williams; judges, Captain George Williams, Nonantum Club; Captain A. V. Walburg, Dorchester Club; Dr. Kendall, Boston Club; timer, E. J. Saville; race committee: A. D. Peck, Jr., W. M. Farrington, H. D. Corey.

FROM ADRIAN MICH., TO NEW YORK.

After looking some time for a partner to join me in a bicycle trip, I finally induced my old friend, I. H. Finch, to participate in a jaunt from Adrian, Mich., to New York City. Accordingly on Sunday morning Aug. 8th, 1886, a start was effected, accompanied by several of the club, to "see us off." After riding over 27½ miles of indifferent roads to Saline, a stop for breakfast was made, to which the bicyclists' voracious appetite did justice to such an extent, that the land-lord thought he felt it his duty to charge us extra. Here our escorts left us to continue our ride, which was pleasantly (?) interrupted by a header to Finch, in an attempt to "captivate the heart" of one of the inmates of an insane asylum, who was waving a shawl at us from one of the barred windows of the Institution. Passing a number of towns we reached the end of day's run—Detroit—at 3.30 P. M., having covered sixty-eight miles.

On Monday morning, a hasty entrance into Canada was cut short by the Custom House Officials, who held our wheels until we could get satisfactory proof of our identity. After going through various red tape business we got under way again at 4.00 P. M., leaving the pleasant officials in a sure state of mind that "we were all right," arriving at Essex Centre for supper, after which we push ahead until dark; I celebrating my 100 miles by taking a magnificent header down a six foot embankment, caused by a horse landing his hind foot at the spokes of my wheel. Lexington—thirty-eight miles—was chosen for the night, where we received a giddy welcome in the shape of a departed base-ball club, drowning their sorrows at the hotel "pump," in which we were compelled to help. August 10th, feeling like defeated candidates, being kept awake nearly all night by the hilarity of "our friends," to say nothing of being hauled out of our beds several times,—just so they were sure that we were there. We pull out of the town over the most elegant stretch of road that we have ever seen—and with the exception of "the other fellow" taking a topple over" in the gutter, we make no dismount until we strike fodder, forty miles from Lexington. Here we find it rather difficult to get anything to eat at any price, our appearance, our riding rig being made up of black tights, flannel shirt, and a large visor jockey cap, not justifying food at any decent table, to use the farmer's expression. After this we never ask for meals except in a hotel. Buckthorn is passed, also the Lake Erie, which has been in sight all morning on to Bleinheim, where we were waived at by a deaf and dumb wheelman, who did his utmost to entertain us in a quiet way. Good roads continue as far as Clearfield, where we find the celebrated 17 miles of sand and hills, mentioned by the Big Four Tourists. Walking as much as possible and riding the rest. We put up for the night at Eagle, a small "poked in the corner" hotel, with a still smaller room, but furnishing a big supper, the table being decorated by a gallon earthen jar of milk. Between a squeaky, corded bed with a howling cur under our window, we spend another poor night. Dosing ourselves with a little bread and lot of milk for breakfast, we ride and walk through four miles of sand, making the end of the 17 miles commenced yesterday; seventy-six miles from the start at ten

o'clock yesterday morning. A shower during the night made the atmosphere exceedingly sultry this A. M., making the loose sand all the worse and ourselves all the warmer. At this junction, 43 miles from Eagle, and six miles this side of London. While waiting for one of the innumerable showers to pass, we eat dinner; then off for London, arriving there at one o'clock, where we are entertained the rest of the day by the local wheelmen, who are a nice crowd of fellows. The Canadian S. O. O. F. are having a demonstration here to-day, and thousands of people are thronging the streets of the city, shouting for the Queen and British Lion. We see but one solitary United States flag in the city, and as this is displayed in front of a "prohibition club," we patronize it—not the flag—at once. With the proper "Had-a-good-time-thanks," we kick the pedals (not ourselves) at 9.30 A. M. On the journey from London we followed the Talbot road as far back as Windsor, and as it has been written about and raved over by everybody that has ridden it, 'tis hardly necessary for us to say that it contains 125 miles of boulevards.

Leaving London we meet limestone roads, which, at any other than a dry season, are fine, we now find worse than an old dilapidated trap block pavement, not having had any rain in at least two months. Right here I wish to call attention to the fact that while for the past day we have been ducking rains continually, here, less than five miles from the city, they have had no rain since the above mentioned length of time. Woodstock is the only city of importance visited during the morning, where we are at once taken to the club house, a three-story building occupied by the Bicycle Club of the city. As it contains everything to make it a model club house, no further mention of it is necessary. At the hotel we meet a Mr. Maybern, who is touring aimlessly about for a few days, and he at once decides to accompany us to Hamilton.

Rolling into Brantford, at six o'clock, we stay here for the night, having ridden sixty miles for the day. August 13th, at ten A. M., our new found friend bobs up serenely and wheeling is again resumed. Each of us is seemingly doing his utmost to have the wheel bound from one loose rock to the next, and not touch between them, and it shakes the breakfast way down to the pedals before going five miles. At this point, while trying to ride a narrow, rough path (I am attempting the Absalom style of it) only, instead of the hair, my chin and flannel shirt caught a low limb, dragging me off my wheel, and leaving me hanging on the limb, while the bicycle takes a series of revolutions down the hill. A broken spoke out of the rear wheel is the result of its mad flight. Seven miles before entering Hamilton we descend the mountains, and with but one exception, the brake is not let up on for the entire distance. At places it is perilously steep, and with the roughness of the road, makes the narrow cut in the side of the mountain road rather dangerous bicycling. But the scenery, which is grand, fully compensates for the tedious ride. All along this part of the route we hear reminiscences from the immortal Big Four tour, and the way it told us would make it seem as if it were some old tale, handed from generation to generation, as this is over three years ago since that merry party was here. Climb-

ing one hill that seemed to make up for down grade of the last seven miles, we enter Hamilton. After dinner Mr. Maybern returns to his home, we regretting to lose so pleasant a companion, after beginning to be fairly acquainted. If the boat had not left an hour before for Toronto, we should have been tempted to take that, as it is, we push ahead for that city this afternoon, roads very dusty, and to say the least, not at all good.

We visit Toronto to the extent of one day, when we cross over to the United States on the steamer "Chicora" to Livingston. Sundayed at Niagara, where several of the Buffalo club were found, one of whose members, after wandering up and down Niagara river for an hour, came back with a disgusted look on his face, saying he could not find the whirlpool, by which he had walked at least half a dozen times, as it afterward transpired. Here we found our long looked for rainy weather. But this time it is too much the other way, raining so much and so long, that the roads are spoilt, and after waiting 36 hours we take the train for Rochester.

Tuesday morning, after wheeling about the city on Monday for 35 miles to keep in practice, we leave the New Osborn House out Monroe Avenue through Pittsford, Macedon, Palmyra, Newark, etc., to Savannah. The roads are a little muddy, but on the whole improved after the rain. Before getting to Weedsford we take the Erie canal tow path, but after trying this and again later find it not good, being too much cut up by the mules' hoofs.

Reviewing the day at Syracuse, we find nothing of any particular mention, except the orthodox country dog chewing my friend's little wheel, which action costs him a pretty sore mouth, if not wrenching his jaw out of joint, having had it jerked between a spoke and the rear fork. The roads continue equally bad all next day as far as Utica; from there to Herkimer, where they would be better, we commence to dodge the now irrepressible showers, which continue all day at regular intervals of each hour. Clay predominates, with just enough gravel to aggravate us. However, at Herkimer we accept an invitation to stay a few days, until the roads dry up a little. Our friend entertains us royally, as only wheelmen can entertain each other. In fact, so attached have we become to his pleasant home, that we hate to part, but linger on until August 20th when, being accompanied by him as far as Little Falls, where we are banquetted by the club, the first and only place that we distinguish ourselves at a banquet on the whole trip.

A passing mention of Little Falls would call forth the fact that it is one of the most picturesque little cities that I have ever seen, being in a narrow part of the Mohawk Valley, with the river and its gradual falls and cascades, the casual railroad, etc., forming a larger part of it. It is built on terraces up each side of hills that loom up on each side. Here we also encounter the "Son-of-a-gun hill," up which no bicycle was ever ridden, and to say the least, it is a decent size hill.

Fonda is reached, and here we roam the rest of the day. Amsterdam, 11 miles, is the first stop after breakfast on August 21st; and here we find what has not been our good luck before, viz., a mash. But drop the gong. Leaving a chunk of our heart (?)

behind us, we manage, by the hardest pull of the trip, to get to Albany.

In leaving the celebrated Mohawk Valley, with its magnificent scenery, will put this summary: The next time I ride through this valley it will be on a train, for while the grand scenery compensates for all hardships, once is enough for me. Although the roads are gravel, the same is full of large stones and "improved roads" and riding is slow and tedious, which becomes monotonous after a few days. My friend stops here, leaving me to continue the journey alone, and after staying in Albany nearly three days on account of weather, and making several unsuccessful attempts to ride to New York, I board a train for Boston. Here wheeling was indulged in on the elegant suburban roads to the extent of 50 miles. Visiting in and about the city, also the cycle dealers, to-day sees me homeward bound on a train. It was my intention to wheel from Buffalo to Detroit, but as the weather would not permit, train is kept as far as Detroit, when wheeling is resumed for 100 miles for home by a circuitous route. Altogether, my Butcher Cyclometer lacks a few miles of registering one thousand miles for the trip. A vacation well spent and thoroughly enjoyed. I am already planning for a similar tour next year.

THE KID.

FROM BOSTON TO CAPE ANN AND NEWBURYPORT.

The several tours held last fall for lady and gentlemen tricyclists proved so enjoyable that another for this season has been looked forward to with much pleasureable anticipation. Charles Richard Dodge, who has always taken a deal of interest in tours of this nature, has perfected plans for a party to start from Copley Square, Boston, next Thursday October 14th, at 9 A. M. for Cape Ann and Newburyport. The tour is to last four days, though it will be so arranged that those who may wish can return home after the second day's outing. This is to be a league tour, although non-League members are invited to participate. The desire is to have the number of ladies equal to that of the gentlemen participating. A pleasant company is already assured, and the indications are that it will be the most successful tour of the kind yet held. Mr. Dodge writes that there will be no "scorching" and no end of fun. The programme in brief is as follows.

First day—Dinner, Boscobel Lynn; spend night at Willow Cottage, Magnolia; dancing in music hall of the hotel in the evening.

Second day—Spend morning in visiting Rafe's chasm and the reef of Norman's woe, leaving for Gloucester at 11 A. M. Dinner at pavilion and "Round the Cape" in the afternoon. Spend night at Pavilion. Those who can only make a two days tour can leave the party at this point, returning to Boston by Gloucester boat Friday night.

Third and fourth days—Newburyport and ride home.

FIXTURES.

OCT. 16—Grand One Day's Meet of the Ixion Bicycle Club at Roseville, N. J.

NOV. 2.—Twenty-five miles Road race of Inter-Club Road Racing Association at Roseville, N. J.

The editor of the *Vermont Bicycle* says his subscription list is four times larger than he had ever dared to hope. We know the ordinary bicycle editor very well, and the figure represented must be something fabulous; a 1 with six inches of 00000 after it. Our contemporary says his success has been very great. We presume, of course, that most of the copies of the *Bicycle* are ravenously consumed by the fire which booms in the grate. S'death! Our friend further says that the paper will aim in the future, etc. We sincerely hope that no one is in the future when the trigger is worked, as they might be shot; although newspapers are known to "miss" oftener than they "hit." And again he says: "It will not use its space for long letters, it will leave these for other papers." Thanks, awfully, call again. He goes on thusly "short (very short) spicy, (pepper and salt) news (?) will be its leading (astray) feature, and it will have no space for the personal, factional fights between leading men of the great cycling organizations." Quite right! Quite the proper thing indeed! There is always something amusing in a maiden editorial.

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Winners will be penalized one-fifth of their original start for each win. Races will be arranged in heats and finals, so as to give each man a chance to compete in them all, and have ample rest between. Competitors will be required to wear some designating color in form of cap, scarf, sash, handkerchief, or some other conspicuous mark.

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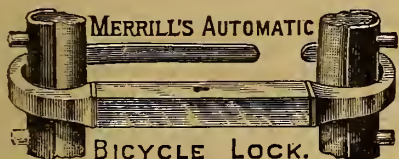
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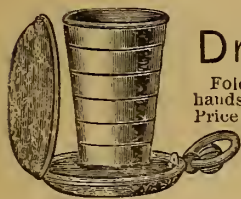
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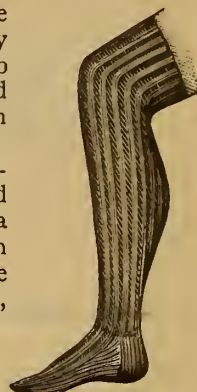
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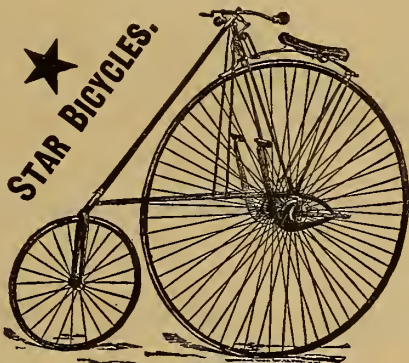
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