

# THE WHEEL

A JOURNAL OF CYCLING

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Saints and cyclists are always widely different, but there is one whose name is Denis, who is the patron saint of France, in whose case the difference existing is particularly noticeable. Prior to becoming a saint, Saint Denis had the misfortune to be beheaded, hence his statue usually represent him as holding his head in his lap, now a cyclist, to be contrary to this saintly example, usually holds his lap in his head, especially when he is a "pot hunter," and lays for the spurt on the final lap.

Since we have opened a billiard room in the club, I have been astonished to find it similar, in many respects, to racing. For instance, in both, men try to avoid getting scratched, or get landed in a pocket. There is this difference, though. The greater the number of "balls" one takes in racing, the less his chances of winning become, while in pool, the more he takes the better his chances of victory are. Strange, isn't it?

Some one asked me why the Ixion racing men always wear white suits upon the track, while almost all the other contestants wear black. This puzzled me for a while, but I think I can answer it. They always expect to be whitewashed when they race, and they put the color on beforehand, to save others the trouble afterwards. They claim that the reason they do not wear black is, that those who do, as a sequence, must appear before the public as "black legs," and they do not care to do so. Speaking of racing and this club, reminds me of a new and good departure of theirs. If they can't race themselves, they still have an interest in those who can and do, so during the large tournaments they receive telegraphic reports of the races for their club bulletin board, so members may know results without waiting till next day for their knowledge. That's worth copying.

There was once a *Singer* named *Rudge*, who a *Rover* and *Traveler* would be, so he took passage on one of the *Royal Mail* steamers of the *Cunard* line, and after one of those *Extraordinary Rapid* passages which

Challenge the world to equal, he landed on *Columbia's* shores. Here he met an obliging native named *Humber*, who induced him to purchase a *Mustang* of the *Standard* type, and set out in search of *Kangaroos*, which he declared in this country were of the purest *Ideal* brand, and a hunter for them could not expect to become a *Victor* unless armed with a *Special Club* made for the purpose, which made the hunter almost *Invincible*. Thus armed he started on his *Star* engagement as a *Premier* slaughterer— But why continue? This must have already set every chestnut bell in the club ringing, and a muttering sound like "rats" from outraged members, warns one that to continue might bring serious or fatal results to me, physically from them, and pecuniarily from the editor, who kindly saved me the trouble of drawing two week's salary by putting a \$5 fine on me for working off a "chestnut" in my notes of two week's ago. Yea, verily! The position of a cycling scribbler is not all sinecure.

From reports which have reached me from Hartford and Springfield, I am astonished to learn that Mr. Kennedy Child is in high favor and authority on these racing tracks. Has it come to this? Why gentlemen, this same Mr. Child lifted up his voice in the English press to discredit your records, and now you take him to your bosoms and make him one high in authority among you. I know it's the fashion to look up to all that is English, but he isn't even an Englishman. He may more thoroughly ape their language and dress than you are able to do, but it's only practice, not birth, that makes him "so awfully English." He was born in Connecticut, so don't let the fact of his foreign accent and mannerisms impose him on you as a genuine article; he isn't even that, so he had less excuse than they in discrediting the records, which were made partly on the soil of the state in which he was born, and entirely within a country which regrets as much as Mr. Kennedy Child seems to do, the honor of having him for a citizen.

Here's a chance for Dr. Johnson, the New Jersey State Consul, and for that able club, the Hudson County Wheelmen, which he commands as Captain. It is proposed to place before the voters of Hudson County a plan to construct throughout the entire length of that county, along the river bluff, a magnificent boulevard, from Fort Lee through Union Hill, West Hoboken, Jersey City Heights, and Arlington, and perhaps on into Newark. Now, men of Jersey, and of

the Hudson County Wheelmen especially, you have a chance to show your metal and make your power at the polls felt. Be workers, and you will possess what you have long wanted, *i. e.*, a decent riding road at your own doorways.

It seems to be "quite the proper thing" to give quotations from the poets which seem applicable to cycling, so I will give you a couple of new one's from Butler's "Hudibras."

"Bestirs himself and plies his feet  
To climb the wheel, but all in vain,  
His own weight brings him down again,  
And still he's in the self-same place  
Where at his setting out he was."

Part II., Canto III.

Again, relative to the art of riding, take following:

"Kept by circulation up,  
And weren't not for their wheeling round,  
They'd instantly fall to the ground."

Part III., Canto II.

Or these, from the love-sick strains of Petrarch:

"Resting on his onward wheel."

In the above writer's "Laura" appears the following line, which might well adorn a League sign board at the beginning of a bad stretch of road:

"Pause, wretched man! and return."

Among many other novelties, the Ixions intend introducing, in connection with their projected race meet, is one especially good. They will present to the club selling the most tickets a bronze vase, twenty-four inches high, of exquisite workmanship. This will serve as an inducement to their friends, as well as a mark of the appreciation of the Ixion's for their labors in their behalf.

George M. Hendee is to cycling what Charley Courtney is to rowing. They both can beat the world in practice or in private, but when it comes to a case of man to man, they are ignominiously defeated by competitors, who have grit in keeping with their speed.

THE OWL.

At Kristiana, the ladies present the racing men with bouquets. At the recent European championship contests, J. E. Fenlon received no less than twenty-nine bouquets, and his machine "looked like an animated horticultural show."



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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## Wheel Combination Subscriptions.

	PER YEAR.
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The Cycle and The Wheel - - -	2.50
Bicycling World and The Wheel - -	2.25
Century and The Wheel - - -	5.00
Harper's Weekly and The Wheel - -	5.00

With the beginning of Volume XI. we have decided to raise the subscription price of THE WHEEL to \$2.00 per year. All subscribers now on the books may renew by the payment of \$1.00—the old price.

We will shortly perfect a list of premiums, which will be offered as an inducement to all subscribers to THE WHEEL.

We are anxious to secure good correspondents in all the cycling centers. Submit your work, and we will offer a reasonable price.

Any cycling stories, yarns, or reports of tours submitted to us will be paid for, if accepted. Wheelmen should at once submit us their copy.

The most interesting item of news we have given our readers for a long time appears this week, strangely enough, in our advertising pages. Read it, by all means.

The amateur question is again the uppermost question on the other side. *Wheeling* editorially recommends the abolition of the entire amateur definition, and the presentation of small money prizes instead of worthless silverware, medals, etc. It instances the case of F. S. Buckingham, who, during his five years' career on the racing path, has accumulated £1,000 worth of ornamental sundries. Had Buckingham won this amount of cash, "he might now be marrying, starting in business for himself, or doing any of the many things open to a man with £1,000 at his back. There is one thing certain, and that is that the amateur definition is a failure, and continues to grow more useless each day. Something must be done.

In future, subscribers who receive "THE WHEEL," enclosed in a written wrapper, will understand that their subscription has expired. We shall continue to send the paper and hold our subscribers responsible therefore, until notice is received to discontinue, and the arrearage is paid.

Says the *Bicycling News* editorially :

"In the issue of THE WHEEL for September 3d we find two testimonials to the merits of the editor of the *B. N.* One says: 'We gladly note that our American contemporaries re-echo our sentiments in regard to Mr. G. Lacy Hillier, the editor of the *Bicycling News*. On this side we are all unanimous that he is narrow-minded, unbelieving, prejudiced and egotistical.' Our family having recovered, by the use of *sal volatile*, from a protracted faint, we can only remark that the 'sentiments' never were THE WHEEL's, they were originally Mr. Ducker's, and they are very second hand and much the worse for wear."

As a sample of G. Lacy Hillier's methods, we republish the above. The "trenchant pen wielder" and the "embodiment of justice," as he has dubbed himself, is trying to induce his readers to believe that the abuse hurled at him by American scribes is all attributable to Mr. Ducker, who, he implies, has bought us up and supplies us with opinions, etc. If Mr. Hillier will only look over the files of THE WHEEL, he will find that we have not hesitated to severely criticize some of Mr. Ducker's sayings and doings, which were not in accordance with our ideas. No, Mr. Hillier, it is not because you have refused to recognize Mr. Ducker as the embodiment of accuracy that you have been sat upon, but because you have exhibited assinenity, stubbornness and incredulity. It may please you to know that several thousand American wheelmen are asking: "Who is this Hillier?" "What ails this Hillier?" If they are well informed they wish him divers unpleasant things. We think it would be a good idea for Mr. Ducker to secure Mr. H., and exhibit him at the next Springfield tournament.

## WHEEL GOSSIP.

The Springfield Club's loss on their tournament is placed at \$1,000.

A benefit race meet for the trainers of the racing men will be held at Lynn on October 9th.

The Colorado Wheel Club is holding a race meet on Friday, Saturday and Sunday, October 1st, 2d and 3d.

Dr. Beckwith will referee the Roseville tournament. The president of the L. A. W. refereeing a tournament run under A. C. U. rules. "Here's a state of things!"

While ye editor was away at Springfield, the printers made him say things he had not intended to. In an editorial on fast time, we predicted that Rowe would win the international championship, which he did, and also opined that he was capable of 2.28 for the mile, not 2.23.

The Hudson County Wheelmen of Jersey City, will send a party of ladies to the Roseville tournament. They will ride in a tally ho; the gentlemen will escort them on their wheels.

The Elizabeth Club publishes its club mileage for August. Reports from thirty-four members total 4,795 1/2 miles. Jenkins (not Frederick of that ilk) heads the list with 704 miles; Barrows second, with 444 1/2.

The *Republican* refers to Rowe and Hendee as the *two* champions. We had hitherto imagined that only one could be champion, but the word has been overworked and impoverished within the past few months.

A CHANCE TO MAKE MONEY.—Wanted 1,000 Springfield tears, price, 25 cents per doz. Springfield boys have now an opportunity to make a fortune, as the tears may be dug out of the grand stand at Hampden Park in large quantities.

FOR SALE.—A fine assortment of Springfield tears. Neatly arranged in cut-glass bottles, labeled: "Alack! Poor Hendee! I knew him well!" For price, etc., address, F. B. G., care of this office. Agents wanted in all the New England towns.

The Brooklyn Athletic Club will hold its annual fall games on October 9th, at 3 P. M. Among the events is a mile bicycle scratch race for those who have never won a prize. Entrance fee 50 cents for each event. Close October 9th with F. M. Price, DeKalb and Classon avenues.

The Elizabeth Wheelmen will run their ten miles club championship road race over the Irvington-Milburn course, on October 9th. The race will determine who shall represent the Elizabeth Wheelmen in the inter-club contest. The club will also run a one mile club event at the Ixion's meet.

The *Athlete and Quirk* makes its appearance from Cleveland Ohio. It will be published weekly and will be devoted to athletics of every kind and degree. In its opening editorial it advocates the opinion that physical condition is the basis of all success. We wish the paper every success, though it might have spared us the following: "We do not insist that the foregoing preamble is the philosophical quintessence of axiomatic undeniability."

There will be a meeting under the auspices of the Association for the Advancement of Cycling, on the track of the West Philadelphia Athletic Association, at Belmont and Elm avenues, on Saturday, October 9th. L. A. W. rules will govern, and the events will be as follows: One mile, open, one mile novice; one mile, boys under sixteen years; one mile, club championship race; two miles, open: one mile, championship of Philadelphia; half mile, open; one mile, inter-club, to be contested by winners of club championship; one mile, consolation.

## FIXTURES.

OCT. 2.—Annual 100-mile Road race of Boston B. Club. R. J. TOOMBS, 3 St. James St.

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

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

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

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 LYNN TOURNAMENT.

The weather clerk, who sent a shower on the second day of the Hartford meet, and caused the Springfield fixture to go over a day, also vented his spleen on the Lynners, by providing cold, rainy weather for Thursday, and causing a day's postponement.

The weather on Friday was favorable for fast racing, there being little wind, but the heavy rains of the day previous had made the track a bit heavy. Still the 2000 spectators were treated to some fast work. The track is three laps to the mile.

Friday, September, 24th.

One-mile novice—The entries for the opening event were: J. H. Sherman, Frank Martin, G. J. Collins, L. C. Travers, J. Beauchamp, E. A. Packard, E. Pyne, and James Barnett. Martin took the lead, but soon made way for Sherman, who led at the half. Going down the backstretch for the last time, Collins took the lead and was never headed; 3m. 02 2-5s.; Packard, 3m. 03 4-5s.; Sherman, 0; Pyne, 0.

Two miles amateur, bicycle, 5.45 class—This event brought out Fred Foster, Toronto; W. E. Crist and P. S. Brown, Washington; D. E. Hunter, Salem; E. A. DeBlois, Hartford; C. E. Tracy, Waltham; H. S. Kavanaugh, Cohoes; and G. M. Worden, Lynn. This was a good race from start to finish, the men being bunched all the way. Foster took the lead at the start, but Crist soon challenged him and went to the front. The rush for the tape resulted in a win for Foster; time, 5m. 52 4-5s.; Crist, 5m. 53s.; Hunter, 3d; Brown, DeBlois, Tracy, Kavanaugh.

One-mile promateur—Hendee, Rowe, Ives, Stone and Adams started in this event. Hendee took the lead at the start, followed by Rowe, who kept behind Hendee's rear wheel till the homestretch, and then beat him in. The time, 3m. 35 2-5s., was remarkably good over the heavy track. Hendee's time, 2m. 35 4-5s.; Ives, 3d; Stone, 0; Adams, 0.

Three miles professional handicap—The handicapping in this event proved a success, and the men had to peg all the way. Woodside and Wood started from scratch; Crocker had 75 yards; Prince and Frazier, 100; James, 150; Morgan, 200; and Merrill, 375. The scratch men got away well, and immediately started off at high pressure to catch the long markers, Woodside leading. At two and a half miles they were level with Frazier, Crocker and Prince. Going down the back stretch on the last lap, Prince suddenly cut clear of the group, and turned into the homestretch with only Merrill in front of him. Wood gave chase and gained all the way, but he would never have won, had not Prince eased up near the tape, when Wood dashed past, and won by a length; Woodside, 3d.

## PREVIOUS WORLD'S

MILES.	NAME.	TIME.	PROF. RECORD.
1	Woodside,	2m. 37s.	
2	Woodside,	5m. 25½s.	5m. 27½s.
3	Wood,	8m. 11s.	8m. 15½s.

Ten miles promateur lap race—Adams, Stone, Burnham and Ives appeared for this event. Rhodes won with 133 points out of a possible 150; Stone, 101; Ives, 87; Burnham, 62, and Adams, 17. Time, 29m. 53 4-5s.

One mile amateur bicycle—This race was divided into two heats—Crist, Hunter, Brown, Tracy and DeBlois started in the first. Crist rode fourth till the last lap

when he spurted, and won easily. Time, 2m. 49 3-5s.; Hunter, 2d; Brown, 3d. Second heat was won by Rich in 2m. 48 2-5s.; Foster 2d; Gaskell 3d. Worden and Kavanaugh, 0. Final heat—Gaskell went to the front when the word was given; Crist, 2d; Rich 3d. At the half-mile Rich left the field, but was soon passed by Crist. The latter entered the homestretch with a good lead, but Foster outsprinted him and won by a length. Time, 2m. 48 3-5s.; Hunter 3d; Gaskell, 0; Rich, 0.

Five miles professional lap race—all the professionals started in this event. Woodside took the lead, but Frazier spurted and took the first lap. On the third lap Woodside and Merrill collided, both falling. Woodside was uninjured, but Merrill had his arms badly scraped, and was severely stunned. Wood won with 101 points; Crocker, 98; Prince, 95; Morgan, 81; Frazier, 35; Woodside, 12; James, 5; and Merrill, 7. Prince finished first in 15m. 7s.

The three miles promateur handicap produced some fast racing. Rowe started from scratch, with Ives 75 yards; Adams, 115 yards; Rhodes, 50 yards and Haradon, 225 yards. All the interest centered in the scratch man, who made up his ground so rapidly that he was up among the front men soon after passing the second mile. When the bell rang for the last lap, Rhodes rushed ahead of Rowe, but the latter soon regained the lead. Ives then had a go at the champion, but could never get by, Rowe winning by a few lengths. Times: 1 mile, 2m. 38 2-5s.; 2 miles, 5m. 28 2-5s.; 3 miles, 8m. 22 2-5s.; Ives, 8m. 23 3-5s.; Adams, 3d; Rhodes, 0; Haradon, 0.

Saturday, September 25th.

The weather on the second day of the tournament was most unpleasant, being cold and windy. The track was in good condition, but no fast time was made. About 2500 people witnessed the races.

The opening event was the one-mile professional, in which Prince, Frazier, Wood, Neilson, Morgan and James were the starters. Prince at once assumed the lead, with Morgan second. Frazier made an effort to get to the front going down the back stretch, but Prince was going strongly, and led at the end of the lap. After passing the tape, Morgan spurted ahead, but James went after him, and assumed the lead. When the bell rang for the last lap, Frazier rushed ahead with one of his lightning spurts, and contrary to expectation, he kept it up to the tape, and won by several lengths; Wood, 2d; Prince, 3d; Neilson, 0; Morgan, 0; James, 0. Time, 1-3 mile, 1m. 03 2-5s.; 2-3 miles, 2m. 09s.; 1-mile, 2m. 57 2-5s.; Wood, 2m. 58 3-5s. The last lap was a 2.25 pace.

One-mile promateur tricycle, A. C. U. championship—Only Burnham and Ives turned out for this event. The latter trailed Burnham's little wheel till entering the home-stretch, when he rushed into the lead, but Burnham put in one of his remarkable spurts, and crossed the line first; time, 2m. 59 2-5s.; Ives, 2m. 59 4-5s.

The ten miles amateur lap race produced a fine contest between Gaskell and Rich. Besides these, Kavanaugh, Hunter, Foster, Crist, and Brown had entered. Foster took the first and second laps, Gaskell, the third and fourth. Foster took the fifth, Kavanaugh the sixth. Then came an interesting contest between Gaskell and Rich for the

next six miles. Although Gaskell took 14 laps to Rich's 12, the latter had a better average. Rich won the race with 181 points; Gaskell, 179; Foster, 144; Kavanaugh, 139; Brown, 10; Crist, 12; Hunter, 29. Gaskell finished first in 31m. 35 4-5s.; Rich, 31m. 36 1-5s.

The five miles promateur handicap was contested by the following men; McCurdy, 415 yards; Haradon, 375; Adams, 175; Stone and Ives, 150; Rhodes, 100; Rowe and Hendee, scratch. This produced some of the grandest racing ever seen on a bicycle path. The scratch men set out at a rare pace, Rowe leading. On the second lap Haradon spurted past McCurdy, and Hendee shot past Rowe and cut out a still faster pace. At the end of the first mile, Hendee and Rowe were up with Rhodes, the order was: Haradon, McCurdy, Hendee, Rowe, Ives, Stone, Adams, and Rhodes; At 2 1-3 miles, Rowe went ahead of Hendee and pushed on for the men in front. McCurdy dropped out on this lap, and Rhodes made a brilliant spurt and led at three miles. Rhodes held the lead for a lap, when Ives went ahead and led for a like distance. When the bell rang, little Haradon spurted ahead, with Rowe and Hendee after him. The whole crowd spurted for the tape at a grand pace, Rowe winning by a half wheel, Hendee, second; Ives, by a half wheel; Stone, Adams, Haradon, Rhodes. The times were excellent. We give the worlds' records for comparison.

½-mile,	.40 2-5	.....	.....
¾ "	1.17 1-5	2.38 2-5	.....
1 "	2.38 2-5	2.38 2-5	2.30
2 "	5.26	2.47 3-5	5.22 3-5
3 "	8.18 2-5	2.52 2-5	8.07 2-5
4 "	11.10 3-5	2.52 1-4	11.05
5 "	14.08 2-5	2.57 4-5	13.57 2-5

One mile amateur, 3.05 class—It began to rain slightly as this race was called. There were seven entries, the men finishing as follows: W. H. Bondeau, Salina; C. W. Ware, Marblehead; W. W. Windle, West Milbury; C. E. Tracy, Waltham; G. J. Collins, Lynn; J. H. Sherman, Lynn and G. M. Worden, Lynn. Time, 2m. 54 4-5; Ware, 2m. 56 2-5s.

Five miles professional lap race—Woodside, James, Morgan, Prince, Frazier and Crocker turned out for this event. Morgan at once took the lead, but Frazier took the first lap. Then Woodside went ahead and took the second, while Crocker took the next three. After this Woodside had matters his own way, winning easily, with 81 points; Crocker, 72; Frazier, 70; Prince, 13; James, 2. Times, 2.44 1-5; 5.40; 8.47 2-5; 11.57 4-5; 15.09 4-5.

The one-mile amateur bicycle brought out Rich, DeBlois, Foster, Crist, Hunter and Brown. Rich contented himself with a position in the rear till the last lap, when he spurted twice, the last brush bringing him across the tape a winner; Foster, 2d; DeBlois 3d; Crist, 0; Hunter, 0; Brown, 0. Time, 2m. 47 4-5s.

The three miles promateur lap race brought out Stone, Ives, Burnham, Adams, Rhodes and Rowe. The latter got just enough points—43—to win, and then dropped behind. Ives got second with 37; Rhodes, 33; Burnham, 22. Ives finished first in 9m. 22 4-5s.; Burnham, 9m. 23s.

The three miles amateur handicap was a moral for DeBlois, who was pitchforked into it with 225 yards. The men finished as follows: DeBlois, 225 yards, 9m. 46 2-5s.;



W. H. Boudreau, 300 yards, 10m. 01s.; Brown, 150 yards, 3d; Ware, 175 yards, 0; C. E. Tra'y, 150 yards, 0; J. H. Sherman, 250 yards, 0. Foster, the scratch man, and two others did not finish.

### Monday. Third Day.

The last day of the Lynn meet probably furnished more exciting sport than either of the other two. The attendance was very poor, and the club will doubtless lose considerable money. The weather was fit for record breaking, but later in the day the wind became quite strong.

The one mile promateur, for the Lynn prize cup brought out Adams, Rhodes, Ives, Stone and Hendee. The latter took the lead at the start, but soon made way for Adams, who made the pace to the half. Turning into the backstretch, the order was Hendee, Ives and Stone, and though the latter made a strong bid for the lead, the men crossed the tape in the order given. Times:  $\frac{1}{2}$  m. 23 2-5s; 1 mile, 2m. 41 2-5s.; Ives, 2m. 41 3-5s.

The three miles amateur, 9.10 class, brought out Crist, Foster, DeBlois, Brown, Ware, Boudeaur and Kavanaugh. Crist took the lead at the start, and was never headed. After the men had ridden the first mile in 3m. 21 1-5s., they were informed that the race would be declared no race if the time was slower than 9.10. The leaders then let out, but did no better than 9m. 33 2-5s—Crist winning; Foster, second; DeBlois third; Brown, 0; Ware, 0. The referee declared it no race, and ordered the men to run again later in the day, but as the wind had become very strong towards evening, he relented, and the boys thanked the wind.

All the professionals, eight in number, started in the two miles professional lap race. Woodside took the lead at the start, and held it to the backstretch, when Frazier and Prince rushed ahead. It looked like a lap for Frazier, but Wood made a splendid spurt and won. Prince, 3d; Wood took the next three laps, Woodside took the fifth, and Wood finished first with 43 points; Crocker, 34 points, 2d; Frazier, 3d; Woodside, Prince, James, Neilson and Morgan. The times were excellent:  $\frac{1}{2}$  m. 20 3-5s; 1 mile, 2m. 41 2-5s.; 2 miles, 5m. 30 1-5s.; Crocker, 5m. 34 1-5s.

The three miles amateur tricycle race brought a new mile record, and proved Rich to be among the fastest, if he is not the fastest tricyclist in the country. It was a handicap, Rich being at scratch, Gaskell 50 yards; Hunter, 150; Williams, 150; G. M. Worden 425 yards. Rich went away at a stiff pace, and had caught Gaskell at the second lap, but the latter repassed him, and led at the mile. Rich's time was 2m. 51 3-5s. When the bell rang the men were bunched.

Rich soon spurted into the lead, but Gaskell challenged him up the homestretch and beat him by a half dozen lengths; Hunter, 3d; Worden, 0; Williams, 0. The following table will give an idea of Rich's effort; unfortunately the fractional times were not taken:

BEST AMERICAN		
RICH.	TIME.	RECORD.
1 mile.....	*2m. 51 $\frac{3}{5}$ s.	2m. 53 $\frac{4}{5}$ s.
2 miles.....	*6m. 01 $\frac{3}{5}$ s.	6m. 03 $\frac{4}{5}$ s.
3 miles.....	9m. 11 $\frac{3}{5}$ s.	9m. 08 $\frac{3}{5}$ s.
	*Record.	

Hendee, Stone, Ives and Rhodes competed in the five miles promateur race. The men seemed bent on making Hendee do his best, and with that intent Rhodes cut out a 2.40 pace. Having led for a mile he dropped back to last place, leaving Ives to put in a fast mile, when he dropped back to third position. The race then lay between Hendee and Stone, the former winning handily. Times:  $\frac{1}{2}$  m. 19 3-5s.; 1 mile, 2m. 43 4-5s.; 2 miles, 5m. 37 3-5s.; 3 miles, 8m. 39s.; 4 miles, 11m. 40 2-5s.; 5 miles, 14m. 30 3-5s.; Stone, 14m. 31s.

When the mile amateur lap race was called, the sky was overcast, and a marrow-penetrating mist was abroad. Eight simon pures turned out for this event, and made a pretty contest. DeBlois finished first with 23 points; Crist, 21 points; Rich and Hunter, tie for the second place, which Rich won by the toss-up. Time not given.

The ten miles professional lap race was ridden at a remarkably fast pace, considering the wind, being but 26 1-5 seconds slower than the record. Frazier, Crocker, Woodside, Morgan, Prince and Wood were the starters. Woodside took 25 firsts out of a possible 30, and won with 170 points; Frazier took second prize with 146 points, having taken two firsts, and 22 seconds; Crocker took third with 102. Frazier finished first, Woodside, second; Crocker, third. Times: 1, 2.43 1-5; 2, 5.35 4-5; 3, 8.39 4-5; 4, 11.41 1-5; 5, 14.40 4-5; 6, 17.39 3-5; 7, 20.39 2-5; 8, 23.40 1-5; 9, not taken; 10, 29.36 1-5.

The three-mile promateur handicap was contested by Burnham, 90 yards; Ives, 75 yards; Stone, 75 yards; Rhodes, 50 yards and Rowe, scratch. In the second lap, Burnham, Ives and Stone were riding together. On the back stretch of the third lap, Ives' wheel was struck by the little wheel of Stone's bicycle, throwing the former. He was carried to his tent, and though badly shaken up, he was not seriously hurt. At a mile and a half the scratch man was up with the field, and with Rhodes leading, they rode together till the last lap. When the bell rang, Stone spurted ahead, and made a strong bid for victory, but Rowe overtook him near the tape, and beat him in; Burnham, 3; Rhodes, 0. Times: 1 mile, 2m. 43 1-5s.; 2 miles, 5m. 38 4-5s.; 3 miles, 8m. 21 1-5s.

Only two men, Kavanaugh and Worden, sought to console themselves in the non-winner's race. Kavanaugh rode last till the homestretch, and then spurted to the front, winning in 2m. 52 2-5s.; Worden, 2m. 53 3-5s.

### THE BROOKLYN CLUB'S ROAD RACE

The second in the series of road races for the championship of the Brooklyn Bicycle Club was run on the Coney Island Boulevard last Saturday afternoon; distance five miles. The start and finish were just below the half-mile post, the course being two-and-a-half miles and return. The road was very heavy and crowded with carriages, hence the poor time. G. E. D. Todd was the winner in 22m. 5 3-5s., beating F. B. Hawkins about an eighth of a mile. Wm. Vail was third. The officials were: A. B. Barkman, referee; Isaac B. Potter, H. E. Raymond and E. D. Williams, judges, Dr. A. C. Brush and J. A. Nafis, scorers; W. H. Meeteer and De Witt N. Cole, timers; F. B. Jones, starter.

### RACING AT PITTSBURGH.

The first race meet of the Associated Wheelmen was held at the Pittsburgh Exposition Park on September 18th.

#### SUMMARY.

Five miles L. A. W. championship—W. I. Wilhelm, Reading, 18.02 $\frac{1}{4}$ ; W. D. Banker, by a foot.

One mile, 2.55 class—W. D. Banker, 3.29 $\frac{1}{2}$ ; A. C. Banker, Wooster, O., 2; F. A. Minnemeyer, Allegheny, 3.

Half-mile State championship—W. I. Wilhelm, 1.28 $\frac{1}{2}$ ; W. D. Banker, 2.

Half-mile Allegheny Cyclers, best two in three heats—First heat: F. A. Minnemeyer, 2; W. C. Cohn, Jr., 3. Second heat: L. E. Shrup, 1, 41 $\frac{1}{2}$ ; W. D. Banker, 2; W. H. Graff, 3. Third heat: W. D. Banker, 1.33. L. E. Shrup, 2; F. A. Minnemeyer, 3.

One-half mile, Sewickly Valley Wheelmen—J. P. Coleman, 1.47 $\frac{1}{2}$ ; J. W. Atwood, 2; A. C. Robinson, 3.

Half-mile, Kingston B. C.—C. M. Clarke, 1.36; A. P. Murdock, 2; J. S. McCormick, 3.

One mile novices—H. E. Juck, Kittanning, 3.21 $\frac{3}{4}$ ; C. E. Minnemeyer, 2; J. W. Gready, 3.

One mile—W. D. Banker, 3.16 $\frac{1}{2}$ ; L. E. Shrup, 2; C. M. Clarke, 3.

Half-mile, best two in three heats—First heat: Wilhelm, 1.28 $\frac{1}{2}$ ; K. A. Pardee, 2; W. D. Banker, 3. Second and last heat: Wilhelm, 1.33 $\frac{1}{2}$ ; Pardee, 2; Banker, 3.

Half-mile, boys under sixteen—R. L. Walker, Mansfield, Pa., 1.43 $\frac{3}{8}$ ; J. L. Slemmins, 2.

Half-mile, Pittsburgh Wheelmen—J. W. McGready, 1.38 $\frac{1}{4}$ ; E. C. Liefel finished first, but was disqualified for fouling.

One mile special—T. E. Moorehead, Beacon Falls, 3.51 $\frac{1}{4}$ ; C. M. Clark, 2.

One mile—W. I. Wilhelm, 3.26 $\frac{1}{2}$ ; K. A. Pardee, 2.

One mile consolation—J. W. McGready; 3.36 $\frac{1}{2}$ ; C. E. Minnemeyer, 2.

### PASSAIC WHEELMENS' MEET.

The annual meet of this club was held on a half mile trotting track at Clifton, N. J.; on the 18th.

#### SUMMARY.

One mile novices—D. R. Crouse, 3.04; N. G. Palmer, 2; W. B. Barker, 3.

Half-mile—C. E. Todd, Brooklyn, 1.37 1-5; E. W. Dean, Rutherford, 2; E. A. Shepherd, Passaic, 3.

Two miles State championship—C. R. Hoag, Newark, 6.34; D. E. W. Romaine, 2.

Quarter-mile without hands—E. W. Dean, 1.47 $\frac{3}{4}$ ; B. Crouse, 3.

Three miles handicap—D. E. Romaine, (scratch) 11.10 4-5; W. Abbott, Jr., (35s.) 2; E. P. Sheperd (35s.) 3.

One mile, 2.55 class—C. R. Hoag, 3.13 1-5; G. E. Todd, 2; D. Romaine, 3; C. L. Meyers, 0; W. C. Herring, 0.

Half-mile ride and run—G. E. Todd, 2.25.

One mile consolation—W. C. Herring, 3.23; E. P. Sheperd, 2.

### A Hard Fate.

is it indeed, to always remain in poverty and obscurity; be enterprising, reader, and avoid this. No matter in what part you are located, you should write to Hallett & Co., Portland, Maine, and receive free, full particulars about work that you can do and live at home, at a profit of from \$5 to \$25 and upwards daily. Some have earned over \$50 in a day. All is new. Capital not required. You are started free. Either sex. All ages. Better not delay.



### THE WILKESBARRE MEET.

Wednesday was a gala day in this city for all bicyclists, and right royally was it observed as a day for enjoyment. Jollity and mirth reigned supreme on every side, and the result was that unbounded success attended the first annual tournament and race meet of the Wilkes-Barre Rambler's Bicycle Club, and the opening of the new bicycle track constructed by them at Athletic Park.

Although the atmosphere was quite chilly there was a large turnout of wheelmen from all the surrounding towns. At 11 A. M. the parade formed at the Valley House, and there were over one hundred wheelmen in line. Scranton, Lackawanna, Bloomsburg, Shickshinny, Pittston, Alden, Kingston, Wyoming, White Haven, Hazleton, Wilkes-Barre and Wilkes-Barre Ramblers Clubs were represented in and out of the parade. W. H. Barber, of Rochester, the champion unicycle rider of the world, brought up the rear of the parade with his unicycle. The procession was under the charge of S. B. Vaughn, of Kingston, the oldest bicyclist of Northeastern Pennsylvania.

In the afternoon the races took place at Athletic Park in the presence of a large crowd, and amid the music of the Ninth Regiment Band. The races were excellent throughout.

The one-mile novice was won by S. A. Wheeler of Wilkes-Barre, in 3.30; George D. Brandt was second, in 3.34.

The one mile dash was won by C. E. Titchener, of Binghamton, N. Y., in 3.16½. P. J. Dukelow, of Rochester, was second, in 3.18.

The two-mile race, 6.45 class, was won by J. E. Colket, of Williamsport, in 6.30; Dukelow was second, in 6.31.

The one-half mile boy's race was won by Richard Sturdevant, of Wilkesbarre, in 1.50; Charles Raub, of Scranton, was second in 1.55.

The first heat of the one-fourth mile dash was won by J. R. Schlager, of Scranton, in 43 seconds. The second heat was also won by Schlager in 45 seconds. Dukelow was second in both heats.

The one-mile ride-and-run race was won by John Nallin, of Scranton, in 4.33½. W. H. Stone, of Binghamton, second, in 4.44.

The one-mile tandem race was won by S. A. Wheeler and C. C. Sevison, of Wilkes-Barre, in 3.53; J. R. Schlager and Arthur Monies, of Scranton, were second, in 3.54.

The three-mile handicap race was easily won by Titchener, in 9.56. Dukelow had 150 yards start, but Titchener outdistanced him; Dukelow was second, in 10.17½.

The one-mile club race was contested by Wheeler, Sevison and Frank Deitrick, of the Rambler's Club. Sevison won by hard spurring in 3.33. Wheeler was a close second; Deitrick, 3.34.

The three-mile lap race was easily won by Schlager, who was declared the winner when he had covered one and three-fourth miles, when the race was decided as finished; Titchener was second. Dukelow dropped out on the second lap. Schlager's time was 9.27.

The ten-mile Pennsylvania State championship race was very easily won by Schlager in 34.10½. His opponent was Colket, who made the distance in about 35s.

In the consolation race there was only one contestant, Edward Siebecker, of Scranton.

The distance was one mile, and he covered it in 3.24.

During the race, Barber gave a pleasing exhibition on his bicycle and unicycle, and won great applause.

In the evening the Ramblers had the Metropolitan rink open. The spacious building was thronged by an immense audience. Skating was greatly indulged in until after ten o'clock. Dancing was in order until after eleven o'clock. During the evening W. H. Barber gave a marvelous exhibition of bicycle and unicycle riding.

### THE ROSEVILLE TOURNAMENT.

The racing men who are to compete at the tournament will arrive in Newark on Wednesday evening, and make the Continental Hotel, on Broad street, Newark, their headquarters during their stay. All the amateurs, professionals and promateurs who have made the racing circuit will compete, and there is no doubt but that the tournament will be as interesting as Springfield, Lynn or Hartford. Special trains will be run on the D. L. & W. road at short intervals between 1.30 and 3 o'clock. Reduced rates have been obtained, so that the cost of the railroad journey between New York and the grounds, and admission thereto will be but sixty cents. Special reduced rates may be obtained at the D. L. and W. stations at all towns in the vicinity of the grounds. Tickets may be purchased at the Christopher and Barclay street ferries.

#### THE PRIZES FOR THE TOURNAMENT.

First day, Sept. 30th, 1886.

1 mile novice, bicycle—1st, gold medal; 2d, silver medal; 3d, silver cup.

1 mile promateur, bicycle—1st, gold medal; 2d, gold medal.

2 mile amateur, bicycle, six minute class—1st, order on Colyer & Co. for \$30 bicycle suit; 2d, Fish bicycle saddle; 3d, silver mounted cane.

3 mile professional, bicycle lap—1st, \$50 cash; 2d, \$40 cash; 3d, \$20 cash.

2 mile amateur, tricycle—1st, oxidized brass parlor lamp; 2d, Gold Link Cuff Buttons.

10 mile professional, bicycle—1st, \$60 cash; 2d, \$40 cash.

1 mile amateur, bicycle handicap—1st, gold medal; 2d, silver medal.

3 mile promateur, bicycle lap—1st, combination set of silver, 2d, diamond collar button.

3 mile amateur, bicycle handicap—1st, gold watch (value \$60); 2d, silver mounted umbrella; 3d, silver fruit dish.

Second day, Oct. 1st.

1 mile amateur, bicycle lap—1st, brass scone, with beveled glass mirror and candelabra; 2d, L. A. W. watch charm, gold with garnet settings.

3 mile promateur, bicycle handicap—1st, gold medal; 2d, gold medal.

2 mile amateur, bicycle handicap—1st, brass easel; 2d, brass umbrella stand.

5 mile professional, bicycle lap—1st, \$60 cash; 2d, \$40 cash.

2 mile amateur, tandem tricycle—Two gold and intaglio watch charms.

10 mile promateur, bicycle—1st, gold watch (value \$60); 2d, Silver watch (value \$30); 3d, scarf pin, diamond and ruby setting.

3 mile amateur, bicycle—1st, brass piano

lamp, 3 feet high; 2d, gold watch chain, double.

1 mile professional bicycle handicap—1st, \$50 cash; 2d, \$30 cash; 3d, \$20 cash.

1 mile amateur, bicycle, 3 minute class—1st, silver mounted carving set; 2d, Monarch bicycle lamp; 3d, Fish bicycle saddle.

Third day, Oct. 2d.

1 mile professional, bicycle—1st, \$75 cash, (\$50 extra for record); 2d, \$25 cash.

2 mile amateur, tricycle handicap—1st, fishing outfit (split bamboo pole, basket, etc.); 2d, diamond collar button; 3d, pair bicycle shoes.

1 mile promateur, bicycle handicap—1st, gold medal, diamond setting; 2d, silver medal.

5 mile amateur, bicycle—1st, gold chronograph or watch (value \$60); 2d, gold link cuff buttons.

5 mile professional, bicycle handicap—1st, \$60 cash; 2d, \$30 cash; 3d, \$20 cash.

3 mile amateur, bicycle, 9.30 class—1st, brass stand, plush top; 2d, alligator traveling bag; 3d, pair bicycle shoes.

5 mile promateur, bicycle lap—1st, gold medal; 2d, gold medal.

1 mile amateur, bicycle, club team race, 3 men for each team—1st, silver water service; 2d, color standard.

1 mile amateur, bicycle consolation—1st, clock and mountings; 2d, Church cyclometer; 3d, silver mounted cane; 4th, link cuff buttons.

### MINNESOTA BICYCLISTS AT WINONA.

FIRST DAY, SEPT. 22D.

WINONA, Sept. 22.—The fourth annual meet of the Minnesota State Division of the L. A. W. began here to-day. The forenoon was taken up by a business meeting and a very successful street parade. The following is the result of the races in the afternoon:

First race, one mile novice—B. C. Lund, first, time 3.21 4-5; M. C. Tuttleer second, time 3.22 ½.

Second race, one-half mile, 1.30 class—J. R. Mirfield, first, time, 1.30; W. M. Hynes second, time, 1.31 4-5.

Third race, two mile professional—R. H. Spear, Grant Bell, second.

Fourth race, half mile dash, open—E. A. Savage, first, time, 1.29 2-5; J. R. Mirfield, second, time, 1.30.

Fifth race, one mile, 3.30 class—B. C. Lund, first, time, 3.19 4-5; C. Baruck second, time 3.22 2-5.

Sixth race, one mile club—W. Stanfield, first, time 3.24 4-5; L. N. Payne, second, time, 3.26.

Seventh race, three miles, open—E. A. Savage, first, time, 10.32 2-5; C. Burwick, second, time, 10.34 4-5.

Eighth, two miles, 7.20 class—L. Fleckenstein, first; time, 7.02 4-5.

Ninth, three miles, State championship—E. A. Savage, first, time 3.21 2-5; B. C. Lund, second, time, 3.22.

Tenth, five miles, championship of the Northwest—C. Barwick, D. H. Long and E. A. Savage were entered. Barwick and Long withdrew, and Savage covered the distance in 17.31 2-5.

SECOND DAY, SEPT. 23D.

The wheelmen had a banquet last night, tendered by the ladies of Winona. A good



time was enjoyed by all the wheelmen in attendance. The following is the result of today's races:

Half mile dash, open—Entries: Wilson, Fleckenstein, Borwick, Lund; won by Lund in 1.31; Borwick, second, 1.31 1-5.

Half-mile, open.—Entries: Savage and Hart; won by Savage in 3.17 2-5; Hart, 3.21 2-5.

One mile, professional—Entries: Grant Bell, Spear, Dingley; won by Bell in 2.51 1-5; Spear second, 2.51 3-5.

Half-mile, State championship—Entries: Warfield, Borwick, Lund, Savage; won by Savage in 1.25 1-5; Marfield, 1.26 3-5.

Half-mile, hands off—Entries: Fleckenstein and Savage; won by Savage in 1.42 4-5; Fleckenstein, 1.59 3-5.

One mile, 3.10 class—Entries: Wilson, Borwick, Lund; won by Lund in 3.16; Borwick, 3.17.

One mile record—Entries: Marfield, Savage; won by Savage in 3.08 3-5; Marfield, 3.09 1-5.

Twenty mile, League of American Wheelmen championship—Won by Savage in 1h. 11m.

In the hill climbing race Long was the winner in 1.56; Savage, second highest; Wilson third.

#### ON THE ROAD.

##### ANNUAL RACES OF THE MASSACHUSETTS BICYCLE CLUB.

The annual road races of the Massachusetts Bicycle Club are to be held on Saturday afternoon, Oct. 16, starting from the clubhouse, 152 Newbury street. Capt. A. D. Peck, Jr., has been busy the last two or three weeks laying out courses over some of the best roads around Boston. The races will be as follows: Thirty miles open amateur, 13½ miles club bicycle, open to club members only, also 12½ mile club tricycle. There will probably be three prizes in each event. The first prize in the 30-mile open race will be a handsome \$50 gold medal. The entries close with Capt. A. D. Peck, Jr., 152 Newbury Street, Oct. 14.

The following is the 30-mile course: Starting from the club house, 152 Newbury Street, Dartmouth Street, Commonwealth avenue, through the park to Beacon Street, right Brighton avenue, left Cambridge Street, right Washington Street to Oak Square, left Tremont street, right Park street, left Elm, wood Street, right Centre Street, Newton, over railroad tracks, left Washington Street, through Newtonville, past Great Sign Boards and Newton Lower Falls to Wellesley Hills. Left Wellesley Avenue, Needham Plain Avenue, right into Great Plain Avenue, into Needham, where the checker will make up three-eighths of a mile. Left Highland avenue into Needham Street into Winchester reef, into Centre Street to Newton Centre. Right Beacon Street to Chestnut Hill Reservoir, between basins and around reservoir, Chestnut Hill Avenue, right Washington Street into Cambridge. Right Brighton Avenue, Beacon Street, through the park. Commonwealth Avenue to finish.

Thirteen and one-half mile club bicycle course. Dartmouth, Commonwealth Avenue, through the park to Beacon Street, right Brighton Avenue, left Cambridge street, right Washington Street, left Chestnut Hill Avenue, around reservoir and return between basins, Chestnut Hill Avenues, right

Washington Street into Cambridge Street, right Warren Street to Brookline, left Beacon Street, left Harvard Street, right Babcock street, right Brighton Avenue into Beacon Street, through the park to Commonwealth Avenue to finish.

Twelve and one-half mile club tricycle. Dartmouth, Commonwealth Avenue, through the park to Beacon Street, right Brighton Avenue, left Cambridge Street, right Washington Street, left Chestnut Hill Avenue, around reservoir and return between the basins, Chestnut Hill Avenue, right Washington Street, into Cambridge Street, right Brighton Avenue, Beacon's reef, through the park, Commonwealth Avenue to the finish.

The entrance fees for the races are as follows: Club races, 50 cents; open race, 75 cents. It is earnestly hoped that the local clubs will be represented in the 30 mile open amateur race.

#### BROOKLYN NOTES.

Three of the Independent Wheelmen made a run to Roslyn, L. I., on Sunday, Sept. 19th. Leaving Brooklyn at 7.30 A. M., they returned at 7 P. M. At Roslyn they took a refreshing bath and a hearty meal. Coming home they had a hard 25-mile pump against a south wester.

Harry Farr, the Ilderan Bicycle Club's fast man, is not well. He did not feel right when he entered the team race at the K. C. W. meet.

According to the latest rumors that have reached our ears, Mr. F. B. Mirick, who has run down and injured on the Parkway, is not doing very well.

The Ilderan Bicycle Club's evening run on Wednesday, Sept. 22d, was well attended, though the sky had a threatening aspect. Several of the Independents accompanied them.

Mr. A. E. Palmer, of the New York *Tribune*, has applied for admission to the Long Island Wheelmen.

Messrs. Devlin & Co., the New York clothiers, have been appointed club tailors to the L. I. Wheelmen.

The Brooklyn Bicycle Club has sent a neat card of invitation to visit their new club rooms to the different Brooklyn clubs. They are located at 112 St. Felix Street.

In the competition for the largest road record in the Brooklyn Bicycle Club, Mr. Barkman leads. Messrs. Hawkins and Skinner hold the second and third positions.

Foote's Anti-Header Attachment has captured one of the L. I. Wheelmen.

The case of Renton vs. Hill does not seem to attract much attention hereabouts. Mr. Renton now has the option to take his case before the Grand Jury of Richmond County, which meets next Monday.

The West Drive of our Park is in good condition.

"INDEPENDENT."

#### PROPOSED MATCH.

During the meet at Springfield, ye editors assembled there got to discussing their relative personal merits as speeders. Some bragging was indulged by all but the modest editor of the *World*. However, the outcome was that Secretary Editor Aaron threw down the gauntlet of defiance, and a scramble en-

sued between the editor of THE WHEEL and the cheeky editor of the *World*, as to who should pick it up. Each got a piece. The upshot of this will be that representatives from the *Bulletin*, WHEEL and *World* will commence at once to consume beefsteaks and to absorb porter *ad lib.* until the time of the meeting; date at present not settled. The rules to govern this great race are not yet fully formulated, but it is understood that the distance will be one mile, time limit eighteen minutes. Two or three wheelers may be used. Contestants compelled to *ride* the whole distance; *no walking or pushing machines*. The first prize is understood to be a lock of Lacy Hillier's hair. The second prize will probably be a photo of a "pure amateur" (VERY RARE), and the last man in, will be *compelled* at the point of the bayonet to read a copy of our *e. c.* on School Street. Special dispensation will be asked for, to allow Wood, Rowe, Hendee, and other flyers outside the pale of humanity to make pace for the editors. Refreshments will be served the contestants every eighth of a mile, and attendants will be stationed at the same intervals to rub down, sponge off, and generally revivify the struggling scorers. We are willing to back our opinion with ducats that the *World* scoops the lock of hair.—*Bicycling World*. [We think the committee of arrangements has made a mistake in the selection of its first prize. We shall certainly not try.—ED.]

#### THOSE SPRINGFIELD TEARS.

When Hendee was defeated, says a contemporary, "the girls of Springfield shed tears." When it rained, the roof of the grand stand shed tears, only they were gritty, not saline. Funny, isn't it. From the reports of our contemporaries, any one who had not been at Springfield when Hendee was beaten and when the tears were alleged to flow, might conjure up an altogether untruthful picture.

Think of 3,000 weeping women in a two story grand stand. Please imagine such a catastrophe. Rowe wins, and the tears begin splashing all about, like an April shower. Hear the patter as they fall on the floor, like hot bird-shot. Soon rivulets form, trickle through the floor, and drop onto the ladies below, who, thinking it is a passing sunshower, put up their umbrellas. Very few people can enjoy the luxury of a tear storm, but Springfield takes record in this as in everything else.

Then the ladies say to their escorts: "Please ring out my *mouchoir*. Tom," and Tom takes the *mouchoir*, leans over the rear parapet of the grand stand, and rings it into the Connecticut River. This operation is repeated at short intervals, until the reserve supply is run out, when the assembly assumes its "wonted appearance," whatever that is. Meanwhile the river has become so salty that people may be seen walking to and fro from shore to shore. Honest injun.

This, gentle readers is the picture of the "arrowing misery supplied by our contemps, but it is a little extravagant; slightly expanded, as it were. The ladies did become suspiciously red and aqueous around the eyes, and here and there one may have dropped a silent tear—N. B. We never heard a tear talk. Did you?—or perhaps softly and sadly lilted "The Heart Bowed Down with Grief and Woe," but that's about all.



# THE "Cunard" Bicycles and Tricycles,

Imported by Messrs. D. ROGERS & CO., Newark, N. J.

## THE "CUNARD" BICYCLE.

This machine is a light roadster, weighing but thirty-two pounds. It has patent weldless steel backbone, forks, and handle-bar. The wheels are made with double hollow rims, steel hubs, and improved straight laced spokes, which do not stretch or become loose. Adjustable ball-bearings to both wheels and pedals. Easy three-curl spring, cranked handle-bar, and long centre-head. The handles, head, hubs, brake and step are plated; remainder enameled. The machine is thoroughly fitted and elegantly finished, and is worthy of examination by anyone intending to purchase a wheel.

## THE LADIES' "CUNARD" TRICYCLE.

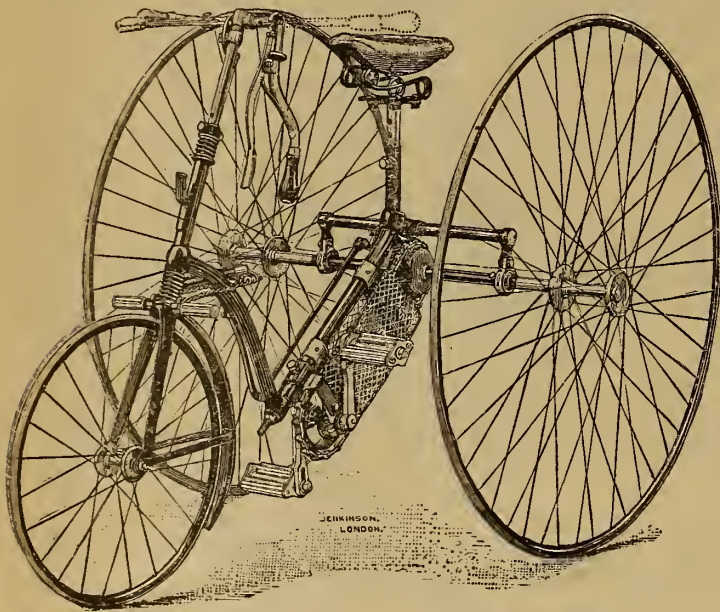
Among the several tricycles of this make, none is more worthy of especial notice than the "Ladies' Cunard." It is specially designed for ladies, the frame being formed so as to allow the dress to fall easily, as when walking. The machine is also adapted for gentlemen's use. By using a lever the handle-bar doubles forward, allowing the rider to easily mount and dismount from the front. This tricycle is fitted with a patent driving gear, which enables the width to be reduced to 28 inches, thus allowing the machine to pass through a narrow doorway. It is also fitted with automatic steering. The best material is used throughout, and adjustable ball-bearings are used on all wheels and cranks. Weight, 53 to 60 pounds.

## THE "CUNARD" AUTOMATIC STEERING TRICYCLE.

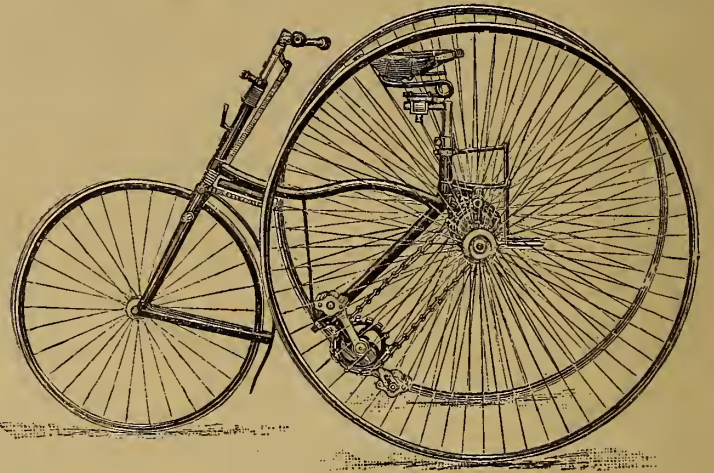
This machine is built for rough roads. Its special feature is a large front wheel, fitted with two springs, which reduce the vibration to a minimum. It is fitted with the patent "Cunard" arrangement, which allows the width of the machine to be reduced to 27 inches. The machine is built of the best material. Weight, 55 pounds.

## THE "CUNARD" AUTOMATIC STEERING TANDEM.

The pride of the "Cunard" makers is their tandem. As one of the importers said: "It can do anything a tandem can do." It has the following features: It is easily convertible, and without loss of power. It can be ridden by two ladies, or by a lady and gentleman. Either rider can steer or brake. The machine can be reduced to 27 inches in width.



THE LADIES' "CUNARD" TRICYCLE.



THE "CUNARD" AUTOMATIC STEERING TRICYCLE.

Of the tandem, *Wheel World* speaks as follows:

Our of the vast numbers of convertible tricycles, perhaps the only one which commends itself to the scientific critic is that called the "Cunard" tandem. Until we saw this machine at the Stanley Show, we had never come across a tandem which could be converted into a single tricycle without the loss of considerable power. Of four-wheel Crippler-steering tandems there are many, but, although they are properly proportioned when in their single form, the addition of a fourth wheel makes them slower on a road than a three wheeled tandem, and when a Crippler-pattern tricycle is made as a tandem with only three wheels, it is imperative upon the designer to place the front rider as far in front of the axle as to keep the front wheel down; so that such machines can be made to run admirably as doubles, having the load well balanced on the driving wheels, and only sufficient weight forward to make the front wheel steer, but when converted into single tricycles—the rear part being removed—the absence of the rear weight to counterbalance the front weight leaves an enormous portion of the load on the front steering-wheel, with a consequent loss of ease in running. It is, therefore, as we pointed out a month ago, a

general rule that the purchaser of a tandem should be content to have either a fast or easy running three wheeled tandem, not convertible, or else a slow and hard-running four-wheel tandem convertible into a good single. The exception to this rule is the solitary one of the machine under notice, called the "Cunard" tandem, in which adequate provision is made for properly distributing the load in both its single and double forms, which is accomplished by comparatively simple means. Upon reference to the illustration, it will be noticed that the front saddle is placed so far forward of the axle, that the rear rider's weight does not lift the front wheel from the ground, nor affect the steering; the double load is, in fact, properly balanced upon the axle. By removing two nuts and unbolting the chain, the rear part may be lifted off, and in its place a parcels basket may, if desired, be fitted, the dead weight of the parcels corresponding to the rear rider's weight. If, however, no dead weight has to be carried, it becomes necessary to bring the front rider back nearer to the axle; and in order to do this effectively, not only the saddle, but the treadles and handles must be shifted backward. Herein lies the specialty of the "Cunard." It will be seen from the cut that the down-tube forward does not approach close to the axle, but is connected to it by a horizontal bar.

The rear parts being removed, then, a nut on the rear end of this horizontal bar is unscrewed, and the bar is raised away from the axle bridge and drawn backward, so that the whole front frame approaches closer to the driving axle. The forward end of the bar is then attached to the axle-bridge by the same bolt which previously held its rear end, and so the whole machine is shortened to the ordinary proportions of a single tricycle, with the main portion of the rider's weight on the axle. The chain, of course, has to be correspondingly shortened, and the tricycle then has its load arranged precisely as though it was an unconvertible single "Cunard" Crippler. Of the construction of the machine we need say but little, the details being of the well-known "Cunard" variety and their arrangement being very clearly indicated by the woodcut. A lady can ride in front or behind, or two ladies may ride the tandem together, without disarrangement of costume, and to enable the rider to mount and dismount easily, the left half of the front handle-bar is jointed so that the depression of a lever allows it to hinge forward out of the way. Brakes and dress-guards are provided both fore and aft, and the "Automatic" steering is accomplished by means of the "Cunard" appliance. For the convenience of housing, the width of the tricycle can be reduced to 27 inches.



## AMATEUR LEGISLATION AND ITS RESULTS.

Under the above suggestive caption, our much esteemed transatlantic contemporary, *Wheeling*, publishes a scathing denunciation of the N. C. U. legislation, whose stupid and hypocritical actions have prevented the English racing men from coming across the water to compete with our promateurs. We reproduce this powerful and eloquent protest.

The time has now arrived when the fact must be faced that the Springfield Tournament will be abandoned by the British amateur division this year. And when we write the words we feel a sense of strong indignation that such a result should have to be chronicled by us, and an earnest conviction that the machinery which evolves such results is a defective and dangerous machinery. Last year, when Englishmen—amateurs, promateurs, or professionals, call them what you will, but Englishmen always, went across the ocean—the pulse of the nation was stirred by the honors recorded to the English name, and by the proud conviction that the little island could send forth cycling sons to uphold her fame as worthily as have their brethren in other sports. Sons told their fathers how Furnivall, Webber, English, and their companions had swept the American board, and in many a British household where cycle racing was but little reckoned of before, the great deeds of the British wheelmen were talked of, and their names made famous for ever. We have changed all that in the pious year of grace 1886. Not an amateur will go to Springfield this year, and it is well that the reasons for their absence should be placed on record.

With the generosity peculiar to him, Mr. Lacy Hillier is already raising his song of triumph over the prospects of international sport blasted, partly by his carefully timed and, we firmly believe, utterly unreliable "disclosures" as to Springfield prizes, and partly by the grand hypocrisy of the National Cyclists' Union. The first is naturally the least important, for only a certain and small section of the cycling world still receives the utterances of the

writer in question with the unreasoning folly which has so long been responsible for his position in the wheel world. When however, we come to the attitude of the Union—standing as it does in all its blatant aggressiveness before the world, spouting texts what time it clutches its rags of amateurism nearer to its shivering limbs in a vain desire to hide the nakedness of its professions—we are struck with a sense of shame, which becomes intensified as we reflect upon it, until at last we are inclined to say, "Is this all good enough? Is this Union and its work worth the consideration we pay to it? Who are these dozen or so of men who sit in a room in Basinghall Street and say that international sport must cease? Are these your gods, oh cycling Israel? Let us go into the question a little.

Right in the faces of these sapient senators, backed by their sycophants in the press and tolerated in all quarters, the anomalies of amateurism are flaunted. Here we have young men with unlimited time at their disposal pursuing the sport of cycle racing day by day, in England one day, on the Continent another, but always riding the same make of machine. Amateurs? How can you ask? The Union would not allow them to meet the American promateur, so amateurs they must be. Or else the Union is hypocritical—a deduction too horrible to calmly contemplate. Now let us take another case—the case of a young man with a limited income, who is honored as a pure amateur among amateurs. For the love of the sport he stays for a month at a time near a training ground, and the suggestion of his having his expense paid by anyone would grieve the soul of the executive man who holds up his hands at the names of Rowe and Hendee. Yet it must be obvious to the meanest understanding that an income of a certain limited character cannot be indefinitely stretched, although we are free to admit that it can be sensibly augmented. Without actual facts publicly known, we can only draw certain deductions, and our deductions are as plain as we dare write them, viz. that the crack division of British racing men are promateurs almost to a man. We say, and are not ashamed of it—Bravo! the racing men! They do not sit fiddling in Basinghall street and stopping sport. They race to win cups ostensibly, and the red gold of the mint actually. They laugh at the face which is played week by week in the Theatre

Royal, Cyclonia, by the famous company of which Mr. Robert Todd is manager. And men who know these things laugh too, and allow the folly to go on as long as it is harmless. But when the action of the N. C. U. Executive places the wheel world of Great Britain in the shabby position it now occupies with regard to America, it is time to protest.

What right, we ask, has Mr. Robert Todd to talk to American sportsman as though he controlled amateur sport here? Neither he nor any other of his colleagues, nor indeed, the combined forces of the Union Executive, have anything to do with *amateur sport*. There is no amateur sport in cycle racing if Rowe and Hendee are professionals, and a score of English men we could name are to be called amateurs. We ask the Executive to look around them this week. Let them take note of the racing recorded in our columns for the last week or two, and then say whether, if these men of ours are amateurs, what are Hendee and Rowe? We are ashamed of the position, and our shame is mingled with a deep contempt for the sneaks who, to glut their personal spite, have ruined, for a year at least, the greatest cycle race meeting of the world. With this miserable business we have had nothing to do. We have all along maintained the principle that an American gentleman and sportsman is in every way as worthy of credence as an Englishman, and that every dictate of international courtesy points in a direction diametrically opposite to that affected by Mr. Lacy Hillier and his half-dozen supporters. With the result we are personally well satisfied. Throughout the length and breadth of America no wheelmen hears the name of Hillier without recognising the foe of American honor; and, on the other hand, a united American press spreads among its tens of thousand of readers the name *Wheeling*, which has upheld that honor as though it were its own. *Wheeling* circulates in America as no other cycling paper can hope to circulate; and in the long run it will be seen that the splenetic efforts of a fanatic to make a *modus vivendi* between England and America impossible, thereby doing the greatest harm to the trade and sport, will be foiled by the strong common sense of that public opinion which *Wheeling* represents, and despite the efforts of an ill-conditioned faction, whose organ is bolstered up in its dotage by trivialities of advertisements more suitable for the delectation of babes than of men.

E. L. MILLER, President.

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