

AND RECREATION.

VOL. XII.—No. 23.]

NEW YORK, SEPTEMBER 2, 1887.

[WHOLE NUMBER, 309.]

HA! HA! Are They Selling?

Here, gentlemen, is some more of that sweet and charming "reflection:"

PEORIA, ILL., July 15th, 1887.
GORMULLY & JEFFERY MFG. Co., Chicago, Ill.

Gentlemen—Please hurry up our back orders and be particular to forward to us at the very earliest possible moment the 54-inch Light Champion which we wired for this morning. This is for one of our old riders, who trades off a nearly new full nickeled Expert, and he is extremely anxious to get his new mount. Our trade on your goods this season has been clear beyond our most sanguine expectations, as we had what we considered a very fine trade last year, and when making our plans for this season had thought that we would do well if we did as well this year as we did last. You will therefore be gratified to be informed that up to July 1st this year we have sold a trifle more than two and a half times more high grade wheels than we sold all last year. This certainly speaks well for your line of wheels, which you know we are now making a specialty of.

We had a great deal of confidence in your goods, as is shown by our preferring them to the line which we handled previously for seven consecutive seasons, but the way they have found favor with old riders, and the ease with which we have been able to very much more than hold our own in all parts of our territory has been a constant surprise to us. We have taken in trade on Champions and Light Champions almost every make of wheel made or imported to this country. Among the machines taken in trade have been numerous Expert Columbias and Victors, while Columbia Light Roadsters, Rudes, British Challenges, Royal Mails, Standard Columbias, Harvards, Premiers, etc., etc., have been taken more or less numerously. The fact that we have 21 Columbias on our second-hand list of the 9th inst., the most of which were taken in exchange for Champions, is certainly very significant. Only one Champion on that list, and that now sold. That one taken in trade for a —

We congratulate you upon the unqualified success of your wheels this year, and can only urge that you in some way manage to fill our orders a little more promptly. The Light Champion is going right to the front here. It is giving first-class satisfaction, being in notable contrast to every other first year machine we ever sold. We have several of them being ridden by riders weighing from 160 to 190 pounds, whilst some of the hardest riders in this section are also using the Light Champion, and every one who has

bought it so far is delighted with it, and you most certainly have a wheel which seems to strike the popular fancy in every particular.

Yours Truly,
GEO. W. ROUSE & SON.

HORNELLVILLE, N. Y., July 15, 1887.

GORMULLY & JEFFERY MFG. Co.: Gentlemen—In reply to your inquiries about the Champions would say they are giving entire satisfaction. Our hardest road rider, W. E. Stradella, who is mounted on a 56-inch Champion, has given it very severe usage, and tells me he is well satisfied with the Champion in every respect. At our tournament July 4th the club championship was won by R. M. Pranger on a 53-inch L. Champion; W. E. Stradella second on full Champion; in all our club runs they go through in good shape, and are in the front at the finish. Their sales here have been more than double all other makes combined, and I have yet to hear of a purchaser regretting his choice.

Very Respectfully Yours,
W. B. KERNAN.
BUFFALO, July 14, 1887.

MESSRS. GORMULLY & JEFFERY MFG. Co.: Gentlemen—I wish to contribute my mite in favor of the Am. Cycles. I have personally ridden one of your Light Champions over 500 miles, and must say that for ease of running it fully equals, and for rigidity and stiffness, excels any machine I have ridden, and my experience covers six riding seasons over all kinds of roads. Your ramshorn handle-bars are a luxury, and much superior for comfort in riding and for strength to any other style yet devised. Out of 30 of them that I have sold not one has been perceptibly bent by falls or otherwise. I have sold the Champion to both old and new riders always to the greatest satisfaction of my customers.

Your new rim is a great success also, not one of them here having dented or buckled, while many of the hollow rims on other makes have given serious trouble—buckled, dented and sprung.

Your safety I consider the only practical safety machine for American roads, and is as near like the regular in style and action as it is possible for a safety to be.

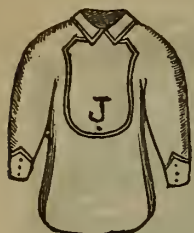
The boys who are posted all want an Ideal. They stand the rough misuse and abuse of the younger riders wonderfully.

Yours Truly,
JAMES H. ISHAM.

If you want a Cycle that is reliable, easy running and honestly constructed, send for our Catalog.

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

N. B.—We also manufacture a complete line of Sundries, embracing Oils, Enamels, Lamps, Bells, Shoes, Jersey Breeches and four celebrated Hammock Saddles.



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The Oldest and Most Reliable Athletic Furnishers Up-town.

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123 FULTON ST

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REPAIRS

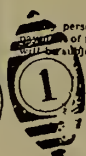
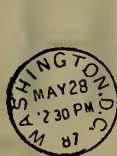
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Sixth Avenue & 125th Street,
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307 Cookman Avenue,
ASBURY PARK, N. J.

Agents for Singer's, Apollo, Challenge, S.S.S. Single & Tandem Tricycles

STORAGE



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Athletic, Bicycle
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Lawn Tennis
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AND AT
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Send 3 two-cent stamps for illus-
trated catalogue and price list.

Jens S. Pedersen,
1 1/2 Maiden Lane,
New York City

THE STAR.

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

NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02

ROSEVILLE, N. J., JULY 4TH.

STAR first and second in 1-mile Novice.

" " second and third in 1-mile STATE CHAMPIONSHIP

" " " " " " " " " " " "

NEW CASTLE PA., JULY 4, 1887.

STAR WON Hill-Climbing Contest.

" " 1-mile Open.

" " 2-mile Open.

" " 3-mile Lap Race.

DETROIT, MICH., JULY 10, 1887.

STAR WON 3-mile L. A. W. Championship.

NO.	NAME	25 MILES.	TIME.
6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
8.	S. B. Bowman, E. W.,	STAR,	1.40.20
9.	H. Greenman, I. B. C.,	STAR,	1.43.36

WILKESBARRE, PA., JULY 4, 1887.

STAR

WON

FIVE FIRSTS:

1-mile Novice.

2-mile 6.45 Class.

1/2-mile Boys' Race.

1-mile STATE CHAMPIONSHIP.

3-mile " "

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

STAR FIRST in 1-mile Open.

" " in 1-mile Class.

" " in 2-mile STATE CHAMPIONSHIP.

ST. LOUIS, JULY 10, 1887.

THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Victor, settles the question as to which is best machine for such roads. GREENWOOD won easily. STONE "dropped out" at 46 miles.

Above are few of the most important events so far this season won on Star. For particulars, and Catalogue of best all-around Bicycle made, address

N. Y. SALESROOMS, 115 LIBERTY STREET.

H. B. SMITH MACHINE CO.,
Smithville, N. J.

PARTNERSHIP.

Whereas, by bill of sale duly executed, acknowledged and delivered on the eleventh day of August, one thousand eight hundred and eighty-seven, the undersigned Charles Irving became the owner of all the stock and good will of the cycle business theretofore carried on by C. Herbert Diamond, under the style of "The New York Bicycle Co.," at No. 33 Park Place, in the City of New York, and a copartnership has been formed between the said Charles Irving, Lewis M. Irving, and Charles M. Irving, for the purpose of conducting the said business;

Now, therefore, we, Charles Irving, whose place of abode is in Peekskill, New York, Lewis M. Irving, whose place of abode is in the City and County of New York, and Charles M. Irving, whose place of abode is in the City and County of New York, do hereby certify, pursuant to an act of the Legislature of the State of New York, entitled "An Act allowing the continued use of copartnership names in certain cases," and known as Chapter 400 of the Laws of 1854, and the acts supplementary thereto and amendatory thereof, that we are the persons now and hereafter dealing under the said firm name of "The New York Bicycle Co."

Dated New York, August 23, 1887.

(s) CHARLES IRVING,
(s) LEWIS M. IRVING,
(s) CHARLES M. IRVING.

State of New York,)
City of New York,) ss.:
County of New York,)

On the twenty-third day of August, in the year one thousand eight hundred and eighty-seven, before me personally came Charles Irving, Lewis M. Irving and Charles M. Irving, to me known, and known to me to be the individuals described in and who executed the foregoing certificate, and severally acknowledged to me that they executed the same.

(s) RICHARD TONE PETTIT,
Notary Public (No. 18),
City and County of New York.

FOR SALE, EXCHANGE, WANTS.

FOR SALE.—A Rudge Crescent Tricycle in perfect order, only been ridden about 50 miles, \$125; also a 52-in. New Rapid Bicycle, 1887 pattern, full enameled, in perfect order except finish, \$100; cost \$157.50. W. H. DeGraaf, 47 & 49 W. 14th st.

FOR SALE.—Second-hand Star, Victor and Yale machines, at grand bargains. Send for descriptive price list. Address E. H. Corson, Rochester, N. H.

FOR SALE.—50-in. Standard Columbia, in good order, dirt cheap for cash; also Nickered Harvard, 50-inch, in perfect order. Chas. Newbourg, 57 Wiloughby st., Brooklyn.

FOR SALE.—Columbia Expert, 48-inch, pattern of 1887, full nickered, all ball bearings, good as new, \$85 cash. Box 87 Brooklyn.

EXCHANGE.—A Duryea Saddle and Spring (never used), cost \$4, for a New York Road Book in good condition. August Kimmé, Richfield Spa, N. Y.

1 52-in. half-nickered Expert, cowhorn bar, ball pedals, like new, only \$75. W. I. Wilhelm, Reading, Pa.

FOR SALE.—Humber Racer, 55-inch, good as new, \$35; or in exchange for diamond ring, same value. A. T. Steiner, 104 W. 124th st., New York.

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

FOR SALE.—One 54-in. Lakin Cyclometer, \$7. One O. W. Co. Head Lamp, can be used as Hub Lamp with Cyclometer, \$4.50. Z. & S. Luggage Carrier, \$1. Harwood Bell, \$2.50. All warranted as good as new. Victor Agency, Lock Box 132, Mitchell, Dakota.

FOR SALE.—Star, 45-in. Special, ball bearings to both wheels, hollow frames; perfectly new; cost \$132.50. Address A. B., P. O. Box 444, New York City.

WANTED.—A 58-inch Columbia Expert, or other standard make wheel. All nickered preferred. Best offer accepted. U. P., P. O. Box 2322, New York.

WANTED.—A good second-hand spring Star bicycle Saddle. Geo H. Smith, Watertown, Pa.

FOR SALE.—All high grade makes of Bicycles and Tricycles. Good second-hand wheels cheap. Send for catalogue. W. E. Young, Dennisville, P. O. box 92, New Jersey.

FOR SALE.—1 52-in. Sparkbrook Special Bicycle; King of I. R. lamp; \$90. 1 Crimper Running Tricycle, 30-in., first wheel 28; geared to 60-in.; \$100. Address No. 167 E. 75th st., bet. 3d and Lexington aves., New York City.

BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

KEY TO DESCRIPTION.

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

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

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

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
44	36	Kangaroo Safety,	\$130.00	\$60.00	4	2	2
46	55	Rudge L't Roadster.	156.50	80.00	4	1	4
51	52	American Rudge,	112.50	70.00	4	1	4
57	56	American Club,	150.00	75.00	2	1	2
71	54	Columbia Expert,	127.50	75.00	4	2	4
80	44	"Facile,"	130.00	70.00	4	1	5
90	52	Royal Mail,	137.50	80.00	3	1	4
95	55	Spalding Semi Racer,	140.00	50.00	4	1	4
96	55	"Racer,"	140.00	50.00	4	1	4
98		Sparkb'k Hum. Tdm.	265.00	200.00	4	1	1
99		Col. 2-track Tricycle,	160.00	110.00	4	1	2
106	50	Special Columbia,	120.00	50.00	5	3	4
117	51	Special Star,	160.00	95.00	4	2	2
118	48		115.00	75.00	3	4	4
123	52	Sanspareil,	127.50	75.00	4	2	New
124	52	Sans. Light Roadster,	137.50	75.00	4	2	2
125	42	Special Star,	120.00	80.00	4	2	1
130	51	Special Star,	125.00	85.00	3	3	3
131	51		120.00	80.00	4	4	4
132	54	Columbia Expert,	145.00	85.00	1	2	2
136	51	Special Star,	130.00	90.00	1	1	1
142		Col. 2-track Tricycle,	165.00	110.00	4	2	1
146	56	Columbia Expert,	132.50	85.00	4	1	4
148	50	Standard Columbia,	100.00	50.00	4	3	4
149	51	"Special Star,"	135.00	90.00	3	ball	2
154		Col. 2-track Tricycle,	165.00	110.00	4	2	1
157	45	Standard Columbia,	85.00	50.00	5	3	4
158	48	"American Star,"	90.00	50.00	5	4	4
160	53	Royal Mail,	140.00	85.00	3	1	2
164	56	Columbia Expert,	150.00	110.00	1	1	1
167	50	Premier,	110.00	85.00	4	2	1
168	56	New Rapid,	152.50	110.00	3	1	1
174	50	Sparkbrook,	135.00	85.00	3	2	2
176	54	University,	135.00	85.00	4	2	1
179		Sp'kb'k Crimper Tri.	180.00	125.00	4	2	2
180		"Hbr. Tandem,	220.00	225.00	4	2	1
183	58	Columbia Expert,	165.00	100.00	1	1	1
184	50	British Challenge,	120.00	60.00	3	2	2
185	52	Humber,	130.00	70.00	4	1	3
188	52	Victor,	135.00	80.00	4	1	2
195		Sparkbrk Hbr Tdm	265.00	200.00	4	2	1
196		Genuine "	250.00	200.00	4	1	1
198	52	American Club	160.00	75.00	2	2	5
199		Genuine Hbr. Tdm.	250.00	180.00	4	2	4
202	50	Challenge	95.00	50.00	3	2	4
207	51	Special Star	130.00	85.00	3	2	2
208	48	American Star	90.00	30.00	5	5	5
209		Columbia Safety	140.00	105.00	4	1	1
211	50	Sanspareil	130.00	80.00	1	1	1
212	54	Mail	110.00	65.00	4	2	4
213	52	British Challenge	135.00	60.00	3	1	4
216	54	Columbia Expert,	145.00	100.00	1	1	2
217	48	Special Star,	120.00	105.00	4	ball	1
218	52	Special Columbia,	125.00	65.00	1	2	2
220	53	Royal Mail,	140.00	85.00	4	1	2
221	54	New Rapid,	137.50	100.00	4	1	1
222		Col. Tri (2-track)	165.00	115.00	4	1	1
224	56	Royal Mail,	140.00	90.00	4	1	4
229	56	Royal Mail,	140.00	85.00	4	1	2
230	55	Col. Lt. Roadster,	150.00	105.00	3	1	1
231	52	Victor,	135.00	75.00	4	1	2
233	52	Columbia Expert,	137.50	100.00	1	1	1
234	52	Rudge,	135.00	100.00	4	1	1
235	55	Col. Lt. Roadster,	150.00	110.00	4	1	1
236	56	Columbia Expert,	132.50	75.00	3	1	4
237	48	Columbia Expert,	122.50	70.00	4	2	4
238	46	Special Facile,	120.00	85.00	4	1	1

CORRESPONDENCE SOLICITED.

NEW YORK BICYCLE COMPANY,

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CAN YOU BEAT THESE PRICES?

OUR LIST, August 31, 1887.

- No. 2.—56-in. Harv. Plain bearings. Price \$45.
- No. 14.—52-in. Club. Full nickel, ball wheels. Good cond. Price \$65.
- No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Price \$95.
- No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$83.
- No. 28.—Coventry Club Tandem. Side steerer. Good cond. Price \$175.
- No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.
- No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Price \$75.
- No. 40.—52-in. English Excelsior. Price \$45.
- No. 41.—Rudge Rotary Tandem. Balls to wheels. A bargain at \$85.
- No. 44.—46-in. Am. Safety. Hardly ridden. Good as new. Price \$56.
- No. 47.—54-in. Club Racer. Prime cond. Price \$40.
- No. 49.—52-in. Specially built Rudge L. R. Perfect cond. Price \$100.
- No. 50.—52-in. Col. Expert. Enam. Balls all over. Good cond. Big bargain at \$83.
- No. 53.—54-in. Imp Challenge. Full nickel. Balls to wheels. Price \$75.
- No. 55.—54-in. Rudge L. R. '86. Enamel with nickel trimmings. Balls all over. K. of R. Lamp. Bell. Ridden but 100 miles. Good as new. Price \$115.
- No. 56.—54-in. Rudge. Nickel with enam. wheels. Balls all over. A bargain at \$67.
- No. 57.—50-in. Rudge. Nickel with enam. wheels. Balls to wheels. Price \$55.
- No. 60.—52-in. Stand. Col. Enam., balls to front wheel. Good cond. Price \$56.
- No. 62.—Victor 3-track Tricycle. Bell and lamp. Good as new. Price \$95.
- No. 64.—52-in. Rudge L. R. Enam., balls all over. Cowhorn bars. Price \$56.
- No. 66.—42-in. Ideal. Prime cond. Price \$30.
- No. 67.—54-in. Exp. Col. Enam. Fine cond. Price \$70.
- No. 68.—3-track Sparkbrook tricycle. Double gear. Two lamps and bell. Price \$100.
- No. 69.—53-in. Special Harv. Enam. Dropped bars. Price \$65.
- No. 70.—56-in. Royal Mail. Balls all over. Enamel. Cowhorn bars. Price \$80.
- No. 71.—52-in. Am. Safety. Price \$56.
- No. 72.—50-in. Stand. Col. Enam. Price \$40.
- No. 73.—54-in. Special Col. Enam. Price \$40.
- No. 76.—46-in. Stand. Col. Price \$30.
- No. 77.—55-in. Coventry L. R. Ball bearings. Cowhorn and straight bars. Price \$78.
- No. 80.—55-in. Columbia L. R. Good cond. Price \$95.
- No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$50.
- No. 83.—52-in. Stand. Col. Nickel except rims. In good order. Price \$55.
- No. 84.—54-in. New Rapid. Nickel except wheels. Excel. cycl. Cow-horn bars. Balls all over. Prime cond. Price \$103.

This Week's Bargains.

- No. 85.—54-in. Stand. Col. Enamel. Balls to front wheel. Price \$60.
- No. 86.—51-in. Rudge L. R. Enam. with nickel trimmings. Cowhorn bars. T handles. Butcher hub cycl. Rat-trap pedals. Price \$78.
- No. 87.—42-in. Stand. Col. Enam. Price \$25.
- No. 88.—Am. Safety. Prime cond. Lamp. Price \$65.
- No. 89.—54-in. Stand. Col. Enam. Lamp and bell. Price \$68.

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

WETMORE & CHESTER,
49 Cortlandt Street, New York,

CONSIDER

THESE POINTS BEFORE BUYING A

Bi CYCLE Tri

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

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

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

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

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

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

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

THE NEW RAPID, although on the American market for two years, has never known a broken backbone, spoke,

THE NEW RAPID handle-bar, back or front fork, or buckled wheel. is fitted with Pear, T or spade handles; Lilli-bridge, Cobblestone or Kirkpatrick Saddle.

THE NEW RAPID is the highest grade Bicycle ever offered to the American public—is all steel and positively interchangeable—duplicate parts being kept in stock.

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

THE QUADRANT led the way with a RIGID steering wheel—a *sine qua non*.

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

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

THE QUADRANT never knew a Stanley head or a steering fork, a bell balance gear or a tip rod, an automatic gear or a stuffing box, a jointed neck or an antivibration spring; nor any such past or passing contrivances.

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

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

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

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

IT WILL PAY YOU TO SEND FOR CATALOG.

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



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[Address all communications to A. B. Barkman, Chairman L. A. W. Bureau of Information, No. 608 Fourth avenue, Brooklyn, N. Y.]

TOURING—(Continued).

The rider having developed his powers by careful practice, it will next be for him to consider what are the necessities to be carried for his comfort, or sent to various places where he may stop en route, and here again great latitude must be allowed, as tastes differ most notably, one rider regarding a tooth-brush and a piece of soap ample equipment for a week's journey, whilst another will be loaded down with packages and needless impediments, which contain necessities from his standpoint. In the matter of carrying luggage, the bicyclist is obviously less favored than the tricyclist, though he has the great advantage in traveling over the generality of our country highways. But to return to the question of luggage. The rider of a bicycle will learn with experience how to carry sufficient for comfort, which is a happy medium consisting of not too much, nor yet too little, but just enough for all reasonable requirements; and such an equipment can readily be carried on a bicycle, and renders the tourist independent of the troubles and annoyances always incidental to the sending of clothing by express, owing to frequent mistakes, delays, or miscarriage, most vexatious drawbacks which every tourist has experienced.

Some bicyclists fly light in the matter of luggage, trusting to chance for such changes as may be necessary, whilst they have always the option of going to bed if unable to obtain dry garments in which to set up. But the prudent rider, or one who has once suffered from the inconvenience and discomfort of being without, will take care to provide himself with at least one complete change of undergarments; one of the best and most convenient forms of which will be found in the full jersey suits, of not too thin texture, sold by all dealers in cycling and athletic goods, or those manufactured by Messrs. Holmes & Co., No. 17 Kingston street, Boston, which have proved to be serviceable as well as reasonable in price.

A jersey suit will roll up into a very small compass, and when put on, it completely clothes the body from neck to feet in dry woolen attire, which may be worn alone if necessary, and is, by all odds, when so worn, the most comfortable and serviceable riding suit—and over which damp outer garments may be put on again without danger from cold, if not without some little discomfort. It can also be used to sleep in at night, instead of using an ordinary night-shirt, always a bulky matter when space is limited, and the fact that woolen underclothing is a protection in case of damp sheets, is another argument recommending its adoption by the tourist. The kit is thus reduced by making one garment serve the place of two or more, and at the same time the weight to be carried is lessened, an important factor to be considered in studying the convenience of the rider, for even the strongest and most sturdy of cyclists will do well not to overweight himself in this direction.

From my experience, the following is ample for a tour of two weeks, or even longer, and can be readily carried on a bicycle: The rider, when in the saddle, should wear a thin or medium weight merino undershirt, without sleeves; a pair of thin cotton socks, which not only keep the feet clean, but also prevent chafing and soreness; a complete jersey suit, consisting of a high neck long sleeve jersey, and a pair of full tights; low shoes with stout soles, and a cap or other suitable head-gear, at the option of the wearer. For riding, the jersey suit has many advantages, and no equal for comfort, being easy, giving full and unrestricted freedom to all the limbs and muscles, warm in cool weather, cool in hot weather, and drying very quickly if the wearer chances to be caught in rain. I have seen fellow tourists on a warm Summer day, plunge into a cooling stream, jersey suit and all, and dry quickly after resuming the saddle. This practice is not to be recommended, for while it may be extremely convenient and refreshing for the time being, it is conducive to colds and rheumatism. Stout soles to a tourist's shoes are essential to comfort when an occasional bit of walking is necessary, thin soles not only hurting the feet, but occasionally producing such soreness as will temporarily lame the wearer.

In addition to what the tourist has on when clothed as above, he should also carry the following outfit: Uniform or cycling coat and pants, extra jersey suit, two pair of socks, one undershirt, from three to six handkerchiefs, one neck handkerchief or scarf, comb, tooth-brush, razor, etc., if necessary; a small sponge and a small chamois or soft leather bag with a stout drawing string, made like a tobacco pouch.

If preferred, the extra jersey suit may be omitted and a flannel riding shirt and pair of long woolen stockings substituted, in which case attention is called to the new self-supporting stockings now generally sold by dealers and which are most comfortable, answering the purpose of drawers as well and doing away with any garter encumbrances.

Having purchased two pieces of rubber cloth, of the quality known as Derby cloth, each about one yard square, proceed to roll the things up tightly in two packages, each about twenty inches long and as small in circumference as it is possible to get them, placing the coat and pants in one and the extra jersey suit and underclothing in the other, the other articles being conveniently divided between the two. Roll as tightly as possible, they cannot be too tight or snug, and wrap up securely, each in a piece of the rubber cloth, commencing at one corner that the ends may be more firmly tucked in and made watertight, and two sausage shaped parcels is the result, which should be fastened with stout rubber bands or straps to prevent unrolling. The tourist thus equipped, if overtaken by rain, may regard a wetting as a matter of no serious consequence, he being clad in woolen garments and his luggage protected by its rubber covering. But, to proceed; one of these packages, and it should be that which contains the coat and pants, is attached in front of the handle bar by means of the ordinary Lamson luggage carrier, which is the best made, care being taken that the action of the brake is not interfered with. Arriving at the noon-day resting place, if it is necessary or desirable to appear in full regalia, the coat and pants are easily got at and slipped on over the jersey riding suit, the neck handkerchief—which should be in the same package—being neatly adjusted, the tourist is presentable to appear in any dining-room. The other package, which should contain such things as will not be required until the day's journey is finished, is attached to the backbone of the machine not too far below the saddle, by means of a Z. & S. luggage carrier, and this method will be found to be far superior to the old and clumsy M. I. P. bag, which is not only more awkward to get over in mounting the machine, but more unhandy to pack, unpack, or get at its contents when en route.

The chamois bag before mentioned, is to contain smoking materials, odds and ends, not forgetting a needle and thread, frequently most useful; and such an amount of ready change as the tourist requires for incidentals during the day, the bulk of his finances being securely fastened in the pocket of his coat and wrapped with it in the bundle. This bag is safely fastened at the end of one of the handles of the machine, preferably the left, as most riders dismount and stand on that side; it is handily gotten at and is most useful in many ways. To the other handle many fasten a handkerchief, but if a loop of twine be fixed to the sponge, just large enough to easily pass over the handle, and the sponge be kept clean and moist by frequent washings at the springs and wells en route, this

will be found most refreshing and more satisfactory on a hot day, besides being a great economy in handkerchiefs.

There is considerable knack, if not skill, in doing up the parcels nicely, which can only be acquired by experience or by being taught by the experienced. An old hand will put a great deal into a very small compass, but the novice will generally make a great deal, in the way of a package, out of a very little, and the reason usually is that the articles are not folded properly before rolling.

For those who when touring will insist upon carrying an immense amount of luggage, there is no excuse, as baggage can be sent to the various points through the usual channels if one will insist in having an elaborate wardrobe. A rider is not supposed, even by the most punctilious host, to carry a wardrobe of this description, and if a host really does expect this, the guest had better go himself by train, or forward his portmanteau on before him. On the other hand, it is not necessary for the cycling tourist to be always in *deshabille*; a very small amount of care and forethought will enable him to appear carefully and appropriately dressed if nothing more.

The tourist, before he gets away from home, will do well to look over his machine, which should be done a sufficient time before the day of departure to allow for the repair of any break or damage which may be discovered. Every part should be carefully and thoroughly overhauled, the head adjusted, each nut and spoke critically examined, the brake particularly being looked to and strict search made for any flaw or crack or unexpected wear, as the slightest weakness in this important point may endanger the life or limb of the rider. The bearings should be carefully adjusted if any looseness is apparent, but they should never be screwed up so that there is no side shake at all, as the balls are thus liable to be broken. If the bearings are dirty or gritty they should be dosed with kerosene, which should be put in with an ordinary oil can and the wheels rotated rapidly, when the coagulated oil will be liquified and the grit be brought out with it. After the exudations from the bearings have been wiped off, they should be carefully oiled up anew with good oil and all the kerosene worked out. The tool bag should be looked over and contain an adjustable wrench, an oil can carefully filled with good oil, a piece of adhesive tire tape, a yard or two of stout string and some cloth in which to wrap tools to prevent their rattling. If the machine be one of the kind that require constant attention with a spoke tightener, it would be well to dispose of it at the first opportunity or give it away and get another. Last but not least, the tires should be examined all around, and should any portion, no matter how small, be loose, it should be at once attended to and made sound to undergo with safety the work before it. A. B. B.

NATURAL BRIDGE.

[L. A. W. Bulletin.]

Having just returned from a trip to the Natural Bridge, made in company with Mr. C. L. Kneisley of this place, I thought I would give a short account of it, as I might thereby disabuse some ideas of the roads gained by the perusal of K. Kron's chapter on this same route. The valley pike from Woodstock to Staunton needs no description, except to remark that for about eight miles north of Harrisonburg there is new metal, and that portion of the six miles between Mt. Crawford and Mt. Sidney, never very good, is now quite bad on account of recent storms. New metal has been placed on the road one mile or more north of Staunton.

Leaving Staunton and passing the Lunatic Asylum, the road is rough until the outskirts are reached, when it passes into a hard clay road. Guide-posts show the correct road for four miles out, and thence there is no uncertainty, save four miles further, where we turn left. This road is all ridable, with probably the exception of a hill or two, and these not on account of roughness or steepness but from the fact that they are clay and not macadam, for on the whole the hills are not as great as those on the pike. At ten and a half miles out, after crossing the railroad twice, a dismount must be made for a rocky stretch of twenty feet. Thence two miles to Greenville is fine, in places as level and smooth as any macadam. Greenville is entered on an upgrade, as are all the towns on the route. From Greenville to Midway, six miles, the road is nearly level, but somewhat rougher than the preceding; but by choosing the ground the distance can be ridden nicely in fifty minutes. At Midway, we leave Augusta County, and pass into Rockbridge, where the roads are not so

good. From Midway to Fairfield, six miles, continues nearly level and can all be ridden. After leaving Fairfield, there are more hills than usual for about three miles. Then begins a series of down-grades and levels, continuing for about five miles, passing the oldest Presbyterian Church in Virginia, built in 1756. About three miles from Lexington, a long hill is reached, passing under the Baltimore and Ohio Railroad. From the top of this hill, it is almost a continual down-grade into East Lexington, on across a bridge, after which comes a good stout pull into Lexington proper, and a hearty welcome at Irvine's Hotel. Going to the Bridge, we continue out the same street, passing on the left the cemetery where is buried Stonewall Jackson, and, at two miles out, turn left. This much-abused road was to us, not by any means tough riders, rideable for six and a half miles, where two streams have to be crossed; one with ease on an old bridge, the other with more difficulty on a log six feet in the air. In this distance there are several bad stretches of not more than ten to fifteen feet each, for which dismounts are not actually necessary, though advisable. After crossing these streams, the road is more hilly, but I do not think more than one mile need be walked out of the eight and a half miles. The last mile or so to the Bridge is a continuous down-grade, and must be partly walked returning. Our cyclometers indicated thirty-seven miles from Staunton to Lexington, and fifteen miles more thence to the Bridge.

The grades are no worse returning than going—in fact, I think they are more in the rider's favor, for from Lexington to Staunton we walked half a mile before reaching Fairfield, and none from thence to Staunton. It is true we traversed the road at its best condition, and one should always select a dry season for this trip. Apples and water were plentiful *en route*, horses quite scary, and people much interested by the bicycles and full of questions, showing that few had ever ridden all the way to the Bridge and back.

C. D. SCHMITT.

WOODSTOCK, Va., Aug. 17, 1887.

MR. NELLIS RETURNS THANKS.

SAN FRANCISCO, Aug. 12.

EDITOR THE WHEEL:

DEAR SIR:—With your permission, I would like to publish the enclosed, as supplementary to my last letter, as it partially acknowledges many favors rendered me by the wheelmen here. I sail, Monday, the 15th, on board the "San Blas," for New York, via Panama, and will arrive in the city about September 10.

My sojourn in San Francisco has been marked by a most courteous reception at the hands of the Golden Gate wheelmen, and the cycling fraternity in general. Many pleasant hours have been socially spent in the luxurious rooms of the San Francisco Bicycle Club and the Bay City Wheelmen, and the Pacific coast has every reason to be proud of these two model organizations. Among the cycling fraternity, I found a live and wide-awake class of representatives, chief among whom are Messrs. Osborn & Alexander, No. 628 Market street. Their large and commodious ware-rooms are filled with an enormous stock of fine bicycles and tricycles of all grades and makes, which, with a thorough repair shop and competent riding instructors, complete one of the best equipped and largest wheel establishments on the Pacific coast. Very truly yours,

GEO. W. NELLIS, JR.

RHODE ISLAND DIVISION MEET.

The Second Annual Excursion and Run of the Rhode Island Division will be made to Boston on September 5. The party will wheel from Trinity Square through Brighton, Newton, Newtonville, West Newton, Auburndale, Newton Lower Falls, Grantville, Lower Falls, Newton Centre, Chesnut Hill Reservoir, Brookline Corey Hill, and back to Trinity Square.

The start will be made at 8 A.M. Breakfast will be taken at Hotel Brighton, and lunch at the Woodlawn Hotel. Dinner will be had at Bailey's Hotel, at South Natick, which is about twenty miles from the start. The evening will be spent at Point of Pines, Nantasket, and other suburban points of interest.

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

THE NEW YORK STATE MEET.

The annual meeting of the New York State Division, to be held at Cooperstown, September 23 and 24, is already an assured success. Members of the Division from all sections of the State are making their arrangements to attend. All the large clubs will send a delegation, and altogether this meeting will probably be the most enjoyable ever held.

We had hoped to publish this week the arrangements and details as to transportation, hotels, &c., but this must be deferred until our next issue, as the committee have been unable to complete all transportation arrangements. This much may be said, the round trip from New York City will not be over \$10, which will include sleeping car both ways. Round trip only \$7, proportionate rates will be granted from all sections of the state.

Members desiring rates will apply to Chief Consul Bidwell, 313 West 58th street, N. Y. The hotel rates at Cooperstown will be from \$1.50 to \$3 per day. The next issue of THE WHEEL will contain arrangements in full, time table of train, rates of fare, &c., and will be mailed to each member of the Division.

FIXTURES.

September 5.—Lynn Cycle Track Race Meet.

September 7.—Hartford Wheel Club's Tournament, Charter Oak Park.

September 10.—Philadelphia Road-Race for Try-on Cup.

Sept. 10.—Central Wheelmen's Celebration and Race Meet, Cincinnati, Ohio.

September 15.—Louisiana Division Race Meet at New Orleans

Sept. 16.—Columbia Bicycle Club races, North Attleboro, Mass.

Sept. 17.—N. A. A. A. A. Championship Race.

September 17.—East Hartford Meet.

Sept. 20.—Rhode Island Division, Narragansett Park, Providence.

September 21.—Albany Wheelmen's Race Meet.

Sept. 23, 24.—New York State Division Meet at Cooperstown, N. Y.

September 29.—Allegheny Wheel Club Tournament at Pittsburg.

September 30, October 1.—Missouri Division L. A. W. Meet.

Sept. 30-Oct. 1.—Detroit Bicycle Club Races.

THE LYNN MEET.

The Lynn Cycle Track Association's meet will be held Monday, September 5. The following is the programme:

One mile bicycle novice—First prize, gold medal; second prize, silver medal.

Three mile bicycle amateur handicap—First prize, silver watch; second prize, pair French opera glasses.

Three mile professional bicycle handicap—First prize, \$35; second prize \$20.

One mile bicycle boys' race—First prize, gold medal; second prize, silver medal.

One mile tandem tricycle on road machines—First prize, two gent's gold canes; second prize, two gold watch charms.

Two mile professional bicycle handicap—First prize, \$25; second prize, \$15.

Two mile bicycle amateur handicap—First prize, French parlor clock; second prize, silver cake basket.

Consolation race—Amateur; first prize, pair opera glasses; second prize, gent's gold ring.

THE WORCESTER MEET.

A two days' tournament was held at Worcester, Mass., on Thursday and Friday, August 25 and 26, of last week, under the management of W. F. Allen, an enterprising resident of Lynn. The tournament was not enthusiastically supported, and was probably a financial failure. The weather was very wet for a few days previous to the meet, and though the track was scraped and rolled, it was not very fast. Besides, a strong wind interfered with the riders and no interestingly fast times were recorded. Below we give summary of the races:

THURSDAY, AUG. 25, ONE MILE NOVICES.

J. Wilson, Jr., Worcester..... 3:18
F. W. Sawyer, Holden.....by several lengths
G. D. Putnam, Worcester.....close up
C. H. Morse, Worcester.....close up
F. W. Ramsdell, Worcester.....distanced
F. Martin, Worcester.....distanced

ONE MILE PROFESSIONAL.

First Heat.

W. A. Rowe..... 1:27 4-5, 2:57
R. A. Neilson.....by a foot

A procession, with Rowe as captain, to the three-quarters, when Neilson suddenly dashed to the front. Rowe was several lengths behind, in a jiffy, but quickly recovering himself, he settled to hard work, and by a long spurt, won by a foot.

Second Heat.

Horace Crocker..... 1:29 1-2, 3:12 1-2
W. A. Rhodes.....2nd

Crocker won easily.

Final Heat.

Rowe..... 2:57 4-5
Crocker.....2nd

This heat was decided on Friday. Crocker led to the half in 1:32. Rowe then went ahead and kept the race well in hand all the way, despite Crocker's efforts to get to the front.

ONE MILE AMATEUR, BICYCLE.

J. F. Midgley, Worcester..... 3:07
E. A. De Blois, Hartford..... 2
R. W. Rolston, Worcester..... 3
C. H. Lamson, Worcester..... 4
P. J. Berlo, Boston..... 5
J. R. Dunn, Millbury..... 0

De Blois cut the pace to the quarter, when the field swept up, and the men rode almost abreast. Lamson then assumed the lead, and passed the half in 1:36 2-5. On the last quarter, Midgley spurred with De Blois, and Rolston after him. Midgley won by a length, Rolston close up. Dunn took a leader on the first lap and withdrew.

ONE-HALF MILE AMATEUR.

W. W. Windle, Millbury..... 1:35 3/4
P. J. Berlo, Boston..... 2
J. D. Putnam, Worcester..... 3
J. Wilson, Jr., Worcester.....distanced
Won by a spurt on the homestretch after an uninteresting procession.

TWO MILES AMATEUR LAP RACE.

Windle..... 9:05 3/4
De Blois..... 2
Berlo..... 0

Windle won every lap, and the race by 100 yards; De Blois rode second throughout; Berlo stopped at one mile. A tiresome race.

TWO MILES PROFESSIONAL, LAP.

H. Crocker..... 12 points
W. A. Rowe..... 6 points
R. A. Neilson..... 4 points
W. A. Rhodes..... 0
S. P. Hollingsworth..... 0

Rowe led at the mile in 3:04. Crocker won the race in 6:33 3/4. Crocker's win was doubtless a friendly arrangement between he and Rowe.

TWO MILES AMATEUR HANDICAP.

C. H. Lamson, 50 yards..... 2
J. F. Midgley, scratch..... 2
R. W. Rolston, scratch..... 0
G. D. Putnam, 50 yards..... 0

Midgley set out at a great pace to overtake the handicap men. Pulman succumbed at the half, but Lamson managed to keep ahead to the tape. Rolston quit on the last lap.

FRIDAY, AUGUST 26, ONE MILE AMATEUR BICYCLE.

E. A. DeBlois..... 2:59 1/2
J. F. Midgley..... 2
C. H. Lamson..... 3
J. D. Putnam..... 4
R. W. Rolston..... 5

Lamson led to the half in 1:30 4-5. Midgley, DeBlois and Lamson had a race fight down the home-stretch. Fifty feet from the tape, DeBlois made a brilliant rush and won by a length.

TWO MILE PROFESSIONAL HANDICAP.

W. A. Rhodes, 200 yards..... 5:55 1/2
S. P. Hollingsworth, 275 yards..... 2
R. A. Neilson, 45 yards..... 3
H. G. Crocker, 50 yards..... 4
W. A. Rowe, scratch..... 5

Rowe caught Crocker and Neilson at a quarter mile, and then seemed content with third place. Rhodes crowded along under full sail and caught Hollingsworth at the three-quarters. Rowe made the half in 1:25 and the mile in three minutes. Entering the homestretch, Rowe, Neilson and Crocker were still fifty yards behind the leaders. Rowe's time was 5:55 1/2. Of this race, the Boston Globe says:

"The two mile professional handicap race did not prove the exciting contest that it should have,

The limit men were properly handicapped, but the start given the others was a farce. Rowe certainly did not do his best to win. His excuse after the contest was that he had ridden in so many races that he was all tired out and "wasn't going to strain himself." Considerable money changed hands on the result of the race. All the money offered on Rowe was quickly covered, and not a few of those who are supposed to know a thing or two about such matters were very anxious to wager their shekels on Rhodes."

TWO MILES LAP RACE.

The only competitors in this race were Windle and Berlo, and the former had a virtual walk-over, winning by thirty yards in 6:28 4-5

ONE MILE CHALLENGE RACE.

J. F. Midgley..... 3:06 3/4
R. W. Ralston..... 2

This was a case of Midgley first and Ralston nowhere, the former winning by fifty yards.

TWO MILES PROFESSIONAL LAP.

Rowe, 11 points..... 6:29
Crocker, 8 points..... 2
Neilson, 8 points..... 2

ONE MILE AMATEUR HANDICAP.

W. W. Windle, scratch..... 2:56 3/4
P. J. Berlo, 50 yards..... 2
C. H. Lamson, 25 yards..... 3
G. D. Putnam, 80 yards..... 4
Charles Martin, 100 yards..... 5
E. A. De Blois, scratch..... 0
J. F. Midgley, 25 yards..... 0

This was a splendid race. Midgley was riding second on the last turn, but ran too close to the pole and fell off his machine; he was but slightly hurt. De Blois, when well up in front, suddenly gave up the contest. This was the fastest mile of the tournament.

ONE MILE CONSOLATION.

C. H. Morse..... 3:28
J. B. Dunn..... 2nd

WILLIAMSPORT RACE MEET.

It is a pleasure to report at least one eminently satisfactory success in the race meet line. Such was the "third annual" of the Williamsport, Pa., Club, held at Old Oaks Park on Saturday last. Between three and four thousand people were on the grounds, to watch the sport, furnished by Crist, Wilhelm, Hall, Schwartz, Campbell and others. A band of music was an enjoyable feature.

SUMMARY OF THE RACES.

ONE MILE NOVICE.

1. George Scheele..... Reading.
2. George Graff..... Williamsport.
3. C. F. Martin..... Williamsport.
4. C. E. Gohl..... Williamsport.
5. Charles Hough..... Williamsport.
6. Robert Housel..... Williamsport.
7. John Elliott..... Williamsport.
8. Fred Simpson..... Williamsport.
9. Henry Brooks..... Blossburg.
Time 3:07.

QUARTER MILE DASH—FIRST HEAT.

1. W. E. Crist..... Washington, D. C.
2. W. I. Wilhelm..... Reading.
3. W. S. Campbell..... Niagara Falls.
4. E. L. Sheffer..... Williamsport.
Time, 40 seconds.

SECOND HEAT.

1. W. E. Crist..... Washington.
2. W. S. Campbell..... Niagara Falls.
Time, 41 seconds.

THIRD HEAT.

1. W. E. Crist..... Washington.
2. E. L. Sheffer..... Williamsport.
Time, 45 seconds.

Crist declared winner, having taken all the heats.

HALF MILE CLUB RACE.

J. W. Bowman, walked over.

TWO MILE—6:45 CLASS.

1. H. J. Hall..... Brooklyn, N. Y.
2. George Scheele..... Reading.
3. H. P. McAniff..... Wilkes-Barre.
4. Henry Brooks..... Blossburg.
Time, 6:48 1/2.

HALF MILE—L. A. W. CHAMPIONSHIP.

1. W. E. Crist..... Washington.
2. W. S. Campbell..... Niagara Falls.
3. Harry Schwartz..... Reading.
4. J. W. Bowman..... Williamsport.
5. H. J. Hall, Jr..... Brooklyn.
Time, 1:21 2-5.

TWO MILE LAP.

1. W. E. Crist..... Washington.
2. H. J. Hall, Jr..... Brooklyn.
Time 6:44 3-5. Campbell, of Niagara Falls, entered, but gave out on the second half of the first mile.

BROOKS VERSUS TROTTER.

Trotter, "Kitty Wood"..... 2:40
John S. Brooks..... 2nd
Brooks was left far in the rear.

ONE MILE—2:50 CLASS.

1. W. E. Crist..... Washington.
2. Harry Schwartz..... Reading.
3. E. L. Sheffer..... Williamsport.
Time, 3:08 2-5.

TWO MILE—STATE CHAMPIONSHIP.

1. W. I. Wilhelm..... Reading.
2. J. W. Bowman..... Williamsport.
3. Harry Schwartz..... Reading.

TWO MILE HANDICAP.

1. W. E. Crist..... Washington.
2. Harry Schwartz..... Reading.
3. H. J. Hall, Jr..... Brooklyn.
4. George Scheele..... Reading.
H. P. McAniff, of Wilkes-Barre, started in the race, but dropped out on the first half. In spite of the handicap, Crist steadily forged to the front, passed all competitors and crossed the tape in 6:13.

FANCY EXHIBITION.

An exhibition of fancy riding was given by Master Cadman, five years old. The little fellow with flowing ringlets met with great favor, especially from the ladies. His performance was fine, and the applause following seemed to please him.

ONE MILE OPEN.

1. W. I. Wilhelm..... Reading.
2. J. W. Bowman..... Williamsport.

Bowman was in the lead with a fair prospect of winning, but on the last quarter, when some two hundred feet from the line, his foot slipped from the treadle, and he came in, hand organ style—using one foot. Time, 3:15.

CONSOLATION—ONE MILE.

This race was won by C. F. Martin, of Williamsport, C. E. Gohl, also of this city, coming in second. This closed the programme of the races.

RACING NOTES.

Crist won five firsts at the Williamsport meet.

Louis B. Hamilton, the one time racing crack, is a civil engineer.

One and two mile bicycle handicaps will be decided at the Yonker's Driving Park to-morrow.

Prince Wells' ten mile unicycle record is 59:45, not 1:59.45, as was recently stated in this paper.

Messrs. Maltby and Aginton have been delighting the natives of Bombay, India, with fancy riding exhibitions.

P. Furnivall is training for the Surrey Cup Race. In this race, he will meet Illston, the acknowledged fastest amateur in England.

T. H. White, of the Manhattan Club, New York, had a bad fall on Sunday afternoon. It is doubtful if he will be able to race for some time.

The Nassau Wheelmen's Meet will be held Monday, September 5th, at the Brooklyn A. C. grounds, De Kalb and Classon aves. Four wheel events will be decided.

The Worcester tournament was not a glaring success, either financial or otherwise. A first-class man was developed in Windle, who made the fastest mile, and a good one is discovered in Lamson.

A race is being arranged to come off some time in September, between E. R. Collins of Westfield, N. J., and the trotter Black Prince. The horse is to be harnessed to a sulky not weighing less than 100 pounds.

A SPEEDY ENGLISH AMATEUR.—At the Gainsborough Meeting, held August 12, at Crystal Palace, F. J. Osmond showed great form. In the mile handicap, he won his heat easily, time 2:36 4-5, and in the final, rode a foot behind 2:38 4-5. In the three mile scratch race, Osmond won in 8:31 4-5, not half run out.

WORLD'S TANDEM RECORDS.—On August 12, F. W. Allard and E. Oxborrow made professional tandem records from two to ten miles, at Coventry, England. Times, 1—2:45 3-5; 2—5:31 4-5;

3—8:22 2-5; 4—11:10 3-5; 5—13:58 2-5; 6—16:45 1-5; 7—19:37; 8—22:26; 9—25:14 4-5; 10—27:56. The last mile occupied 2:41 1-5.

INTERNATIONAL RACING.—The American Team appeared at Grimsby, August 9-10. Summary: Half mile, R. Temple, 1:25 2-5; F. J. Lees, 2d. One mile handicap, Temple, 2:44 1-5. Quarter mile, Temple, 44 1-5; Lees, 2d. One mile, Temple, 3:11; Lees, 2d. Temple also won a half mile race at North Shields; time, 1:21 1-5.

RACES AT WOODSTOCK, VA.—The following events will be decided at the County Fair, October 4—One mile, wheels 35 pounds and over; one hundred yards slow race; three mile lap race. October 5—half mile novices; half mile, without hands; one mile handicap. Entrance fee, fifty cents for each event. Address N. B. Schmitt, Woodstock, Va.

HOWELL COMING TO AMERICA.—There seems to be a probability just now, that Howell will visit this country this Fall, and ride a series of races with W. A. Rowe. The arrangements have not been finally decided upon, but they will probably be completed. Howell is reported as riding faster than at any previous time in his career, and as for Rowe, he is quite capable of 2:25 for the full mile.

The East Hartford Wheel Club will give three prizes for each of the following races September 10: One mile open, novice; half mile open, handicap in heats; one mile club, 3:20 class; one mile open; two mile open, handicap; two mile open, lap; one mile open handicap; three mile open, ten-minute class; one mile open, 3:20 class; three mile open. The above is subject to alteration, but is probably very nearly what will be ultimately decided on.

THE RHODE ISLAND DIVISION'S RACE MEET.—This meet will be held September 20th at Providence, commencing at 1 P. M.; track, one lap to the mile and very fast. Events—One mile amateur; one mile tandem; quarter mile professional, heats; one mile novices; one mile, Rhode Island Division championship; one mile professional; two miles amateur; one mile, Star wheels; three mile lap race. Prizes valued at \$350 will be given. Entries close with G. R. McAuslan, P. O. Box 1046, Providence, R. I.

A FOUR-IN-HAND RECORD.—A time trial was made by F. S. Buckingham, F. Sidwell, S. Golder, and F. Robinson, riding a Victoria quadricycle, on the Coventry track, August 16. Taking a flying start, they rode a quarter mile in thirty-nine seconds, and, continuing on, completed the mile in two minutes, forty-three four-fifths seconds. This will, of course, not be a fair comparison with the times for other cycles, as the start was not a stationary one; but, on the other hand, it was not a racing machine, but an ordinary roadster of stout build which had been in rough use for three months at Aldershot Camp.

AN UNSOLICITED TESTIMONIAL.

A youth sends us the following unsolicited testimonial.
MR. EDITOR:

I have been intending for some time past to speak in honor of the "Standard Columbia Bicycle." Why should it always be "held back." Hasn't it the honor of being the first American high grade wheel, and isn't it the finest made, and undoubtedly the best wheel for the price? Hasn't eight years of hard riding, and the fact that it has gone into greater use than any other, proved its popularity, reliability, and staunchness?

And yet it is never mentioned, it is *always* the Expert and light Roadster, put into pictures and stories.

I find the Standard will stand the racket admirably, and I do not like to see its place usurped by other machines. Haven't I some followers? Perhaps some riders of the "despised" Standard (I even fault the "Pope Manufacturing Company" for slighting their machine) may be troubled with a rattle or noise from some unknown source. One of the causes is need of oil at the joint of bearing to fork, where a slight moving occurs. Another frequent cause is the top bearing of head wearing oval. I put in a piece of leather, and it answers splendidly, has been in about six months, and is not yet worn out.

A "STANDARD" RIDER.

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

NEW ORLEANS NOTABLES.

So THE WHEEL wishes the portraits and biographies of a few of the cycling celebrities of such afar off, unenterprising (!) Southern village as New Orleans! Well! well! How unusual! how nice! THE WHEEL wants them, and so shall it be.

* * * * *

"The sun-tempered, negative enterprise of the South." This is the way a writer in one of America's leading cycling journals refers to the inhabitants in general, and cyclers in particular, of that somewhat extensive portion of the United States, known as the South. Like Mark Twain's "Punch, brothers, punch," so has this innocent little clause clung to the writer in all of his erratic ramblings; but, unlike Mark, the scribe has not, as yet, been able to free his mind of the brain-racking sentence, and it is in one last wild endeavor to unload it on the innocent and unsuspecting readers of THE WHEEL, and to prove its dubious character that now enlists his time and pencil. Gentlemen—and ladies, too—allow me to present to you the very essence of energy and enterprise,



HARRY H. HODGSON.

Certainly, the author of the "sun-tempered, negative" paragraph, had never met this jovial, but earnest worker in the interests of cycling in the South, or it would doubtless never have been penned. Born in New Orleans thirty-one years ago, Mr. Hodgson resided in that city until 1874, when he visited Germany to complete his education at the celebrated university at Bonn, on the Rhine. While there he developed a taste for football, cricket, and other kindred sports, which, in the course of a few months, transformed him from a weak and sickly youth to a robust, strong-limbed young fellow. Pedestrian tours through Germany, Switzerland and Italy were also a source of much benefit to young Hodgson while abroad, and he has many a long jaunt to his credit. On one occasion, in company with a number of fellow students, he crossed the Alps at the Pass of St. Gothard, accomplishing the journey of forty-two and a half miles in fifteen hours. Another of his noteworthy tours was one from Bonn to Cologne, and return, a distance of fifty-two miles, which was walked in a trifle less than twelve hours. Returning to America, Mr. Hodgson engaged in business in Louisville, Ky., until 1884, when he drifted back to his old home, New Orleans, where he has since resided, earning for himself a name as a live and pushing business man, and a jovial, whole-souled companion; the great, and ever increasing number of Remington typewriters (of which he is Southern agent) testifying to the former, and his popularity in cycling circles to the latter.

Early in 1886, a short, stout, dark complexioned young man made his appearance on the streets of New Orleans astride a tricycle. Acquaintanceship revealed in him the subject of this sketch, whose nature being such, speedily became well known in local wheeldom, and of course membership in the L. A. W., New Orleans Bicycle Club, and, when organized, in the Louisiana Cycling Club were matters of but few weeks.

In August of that year he underwent his first and only racing experience. Entering in a one

mile race with some 400 yards handicap, he started at the first fire and could not be stopped until he crossed the line exhausted and before the others had started. He remained out of the race, but took the occurrence with such rare good nature and created such merriment that he completely won the boys.

Shortly after this, he became possessed of the idea that a bicycle lantern parade would prove a novel and attractive feature of the annual Mardi Gras festivities and did not rest until the night of February 1887, saw the streets of New Orleans literally jammed with spectators gathered to view the glorious and successful completion of his cherished idea. Harry—that's the way he is familiarly called—came out the loser of a snug little sum as a result of the parade, but nothing can better illustrate his nature than his language when spoken to regarding the deficit. "I have never yet scored a failure in anything I have undertaken," said he, "and when I took up the parade scheme I resolved to make it an entire success if it cost my last dime. The parade was a success and I suppose I can pocket the loss."

In February of the present year, when it became apparent that the Chief Consulship of Louisiana was going begging, Harry Hodgson stepped in and asked for and received the office. He attended the Meet at St. Louis, and afterwards visited most of the principal cities of the North and East, becoming well acquainted with the wheeling fraternity of those sections. Before leaving for the Meet, Hodgson remarked to the writer that he intended securing recognition for the South, and he did, being appointed on the membership committee.

Although out of a membership of sixty-four in 1886, only thirty-seven renewed their League standing, C. C. Hodgson has, since his return two months ago, built up the Division until it is now four or five above last year's total. He has inspired new life into the Division's affairs since taking charge, and his unlimited tact and energy bodes much good for the future.

There are many other matters in which Mr. Hodgson has shown his earnestness and whole-souled spirit; but were each and every one to be dilated on, a fair-sized volume would result.

The photo (which was taken in June last,) represents Harry in an apparently reflective mood. This he explains by saying that he unconsciously musters up a serious look whenever sitting for his picture; but there is one little thing about it that instantly catches the eye of his New Orleans friends, and that is the style in which his hair is brushed, which is one of the direct results of his late trip, for, before he left New Orleans he brushed it in a strictly Southern fashion, but Boston and New York seem to have made it stand almost on an end. Hair, or no hair, however, he still remains the same hustling, cheery Hodgson as of old, and he and his Rudge Crescent trike continue to keep time to the music and be well in



COL. E. C. FENNER.

the front of the ever-moving procession which makes the wheel go round. The sun does not seem to have tempered his energy or enterprise in the least; if anything, it has only added to a naturally sunny disposition. But New Orleans is in possession of considerably more than one energetic and enterprising individual, for one has to walk but three or four squares from the Chief Consul's office to find another in the person of

COL. E. C. FENNER,

who several years since saw the wave approaching, and determined to ride it, and ride it he did. Adding to his extensive carriage establishment a complete line of cycles and accessories, Col. Fenner has, by courteous and liberal treatment, fostered and built up a large and growing cycle trade, doing probably two-thirds of the business of the entire Southwest, which certainly speaks volumes for his energy, and it is owing greatly to his encouragement and extremely easy terms that many a small salaried New Orleans man is to-day the rider of the silent steed. Col. Fenner is generally among the foremost to subscribe to any and all movements tending toward road or street improvement, and has been the donor of a prize or two in almost every cycle race ever run in New Orleans. He is forty-one years of age, tall, broad, and of commanding appearance; has always taken an active interest in gentlemanly sports, having been an accomplished oarsman and athlete in his time, and at present is an officer in one of the most prominent rowing clubs of New Orleans, and also Inspector-General of the State militia. He is an ardent L. A. W. supporter, and the chairman of the present energetic Division Racing Board. His riding is confined entirely to occasional runs on a tandem, and while they are not many, his work in furthering the interests of the wheel are none the less earnest and fruitful. Br.

Harry Hall expects to retire from the path after this year.

Brer Bassett has another bad attack of punomia. We should like to drop a safe on him, just at the moment of inspiration and gain the gratitude of a pun-sick world.

Mr. Samuel T. Clark was in Gotham on Monday on a business trip. Messrs. Samuel T. Clark & Co. is one of the few firms that could not actually supply the demand this year for the New Rapid bike and the Quadrant trike.

We should judge advertising notices in the *Bulletin* to be worth about fifty cents per line, yet why should certain scribes, who are presumably paid for their work, be allowed to continually "crack up" certain wheels, cycling outfitings, cycling papers, etc. The *Bulletin* is a sort of public property, in which each League member is supposed to be interested. It is as a League member that we ask if Secretary-Editor Bassett might not wield the blue pencil with good effect?

WHEEL GOSSIP.

Colonel Pope is storing up Ozone at Yellow-stone Park.

Mr. G. R. Bidwell announces a number of bargains, which must be sold by October 1st.

M. A. Woodbury, of Bradford, Pa., advertises an improved home trainer for the off season.

At Willows, Cala., a movement is on foot to boycott wheelmen. It ought to be renamed Weep-ing Willows.

"Variety is the spice of Life," said the printer as he set up Kennedy Hypen-Childe, instead of Kennedy-Childe.

Entries for the mile and one-half champion-ship close September 7 with William Halpin, P. O. Box 3,478, New York city.

It is reported that at a banquet given him at Boston, Brother Klipstein replied to a toast "briefly." The poor boy must have been ill.

Bon has worked in an admirable advertisement for Messrs. Holmes & Co. What he says of their cycle uniforms is unbiased and well deserved:

The East Hartford Club will hold a tournament on September 17. The programme will include ten events. Address H. D. Olmsted, Secretary.

It is reported that George W. Nellis, Jr., who has just completed a ride across the continent, will ride a Columbia wheel in the Boston-Chicago road race.

Outing has arranged to have an English edition, published by Messrs Carr & Co., and edited by Alfred C. Harmsworth, associate editor of the *Bicy-cling News*.

Knox, of the K. C. W.'s, will make a strong bid for first prize in the local inter-club road race this Fall. He will spend six weeks in the Oranges to get properly fit.

The Bay State Pants Co. advertise their custom made pants in another column. We have seen them, and they are good. The price, \$3 per pair, is very reasonable.

Professor James Ricalton and his wife, who have been tandeming in England, writes that 100 miles a day is not an extraordinary mileage for a lady and gentleman.

Mr. Howard P. Merrill, well known among Wheelmen as bicycle editor of the *Springfield Union*, has gone to Los Angeles, California, as proof-reader of the *Times Mirror*.

A one and one-half miles' bicycle handicap will be held at the Manhattan Grounds, New York, on September 10. Entries close September 3, with C. C. Hughes, 524 Fifth avenue, New York city.

Philip Fontaine, of the Citizens Club, has just returned from a tour to the White Mountains. His road qualities were put to a good test by a New Hampshire bull who took umbrage at the wheel.

The members of the Maverick Wheel Club of East Boston have arranged for a race in Winthrop on September 5, Labor Day. The ten-mile race, open to members of the club, will be run on the morning of the above date.

Mr. C. H. Koyl, of the Capital Club, has in-vented an admirable lamp controller, for which he has just obtained patents in every country. The controller and its purpose are fully illustrated and explained in our advertising columns.

The Lynn Cycle Track Association is financially embarrassed, its liabilities being placed at \$2,000. A meeting of the creditors will be held this week, and an extension of time will be asked for. If this is not granted the property of the Association will be sold.

The New York Club will have a run through Monmouth County on Labor Day. Lieutenant McFadden will also engineer a three-days' run; leaving the club house Saturday at 3 P. M., spend-ing the night at Englewood; Sunday in the Oranges and Monday at Seabright.

Midgley has driven a 51 pound Springfield Road-ster in 2m. 44s. for the full mile. This is a speedy wheel, well-made and a perfect safety. Besides these qualities, the low price is an inducement. The wheel may be seen at the New York agents, Messrs. T. G. Conway & Co., 20 Warren st.

A dark horse in the Boston-Chicago road race will be Fred Dingley, who finished second in a six-day race at Minneapolis, last Fall. Dingley is an engineer, of powerful build, and unmeasurable

pluck. He rode for five days with a broken jaw-bone. He is expected to join the Gormully and Jeffery team this week at Roseville.

Messrs. William Read & Sons are imitating the "Alladin" of our boyhood, by exchanging new wheels for old ones. They are willing to accept old wheels at a mutual estimated value and supply new mails for the difference in price. They have a number of second-hand bicycles and tricycles which they have marked at figures \$20 and \$25 be-low their real value.

The Ilderan Club, of Bergen Point, N. J., had a number of road races on the Boulevard on Satur-day last. The races were witnessed and officered by members of the Elizabeth Wheelman, Passaic County Wheelman, Orange Wanderers and Hud-son County Wheelman. Summary: One mile race for medals offered by Captain G. W. Yates. First Heat—G. W. Van Winkle, 4.03 1-5. Second Heat—C. H. Williams, 4.05. Third Heat—F. C. Mahnken, 4.16. Final Heat—Mahnken, 4.12.

TOURNEY IN PITTSBURG.—The events to be de-cided at the annual tournament of the Allegheny Wheel Club at Pittsburg, Pa., on September 29, are as follow: One mile, novice; one-half mile, open; one mile, 3:10 class; half mile, boys under sixteen years; two mile, lap, Keystone Club cham-pionship; one mile, handicap; one mile, open; two mile, 6:30 class; half mile, handicap Allegheny 'Cyclers Club championship; five mile, State cham-pionship; Pittsburg Wheelmen Club championship; one mile 3:00 class, and consolation race.

Hon. Henry W. Grady, the editor of the Atlanta (Ga.) *Constitution*, whose oratorical powers have gained for him a national reputation, is evidently a friend of the wheelmen. He was the donor of two handsome medals for a road race between Georgia wheelmen from Atlanta to Fairburn and return (20 miles), which occurred August 26th and was won by Jas. Durant in one hour and forty-eight minutes, with Ed. Durant second, thirty-five seconds behind the winner. Thirteen of Georgia's best scotchers started and an immense concourse of spectators witnessed the contest.

A number of Gotham wheelmen met accident-ally at Mulford, Pa., last week. Among them were Messrs Johnson and Hartshorn, of the Hudson County Wheelmen; Messrs. Aitkin, Gul-lick and McCormack of the city; and Messrs. Halstead and Griffith of the Harlem Wheelmen. The party report "mine host" Crissman as the jol-liest landlord who ever juggled a cocktail. "Jack" Gullick ecstasizes over the "whiskey," and Dr. Aitken rhapsodizes over the Milford girls. During his stay the Doctor was yeclpt "the Milford Par-alyzer," which but faintly expresses the effect he made on the fair sex.

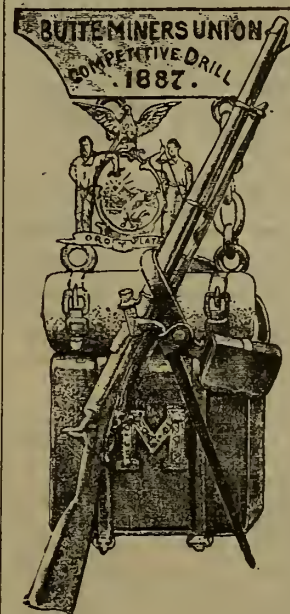
UP HARTFORD WAY.—Bicycle racing is having a great boom in this locality at present. For with the Hartford races September 7, and East Hart-ford September 17, people are looking forward to seeing some good racing. East Hartford will send a team to the Hartford races and I presume that Hartford will return the compliment. It was at first intended to have two days' racing on the 9th and 10th, but as several members of the committee were obliged to be out of town till September 1, the idea was abandoned and an afternoon's racing September 17 decided upon. The track will be put into splendid condition and no effort will be spared to make the meet the most successful ever given by the club. In fact the club has given four race meetings and each one was better than its pre-decessor. There are ten events on the pro-gramme, all short races, three open, three class and three handicaps, so that all grades of riders will have an equal chance for prizes.

There will be three valuable prizes in each race, for the club do not believe in cutting off the third prize, in order to add to the first. Among the prizes will be the following: Open face gold watch, Rockford silver watch, Colt magazine rifle, tilting ice pitcher, lemonade set, carving set, rugs, engrav-ings, etc. The actual cost of the prizes will be over three hundred dollars, or more than many of the larger meetings actually give. The track will rank with any four lap track in the country, and a mile has been ridden upon it, well down in the "forties." Entries close September 13 and should be made to H. E. Bidwell, East Hartford, Conn.

The finest hotel at Lake Otsego is the Cooper House. The regular rates are four dollars per day, but late in September, and during the New York State Meet, the terms will be three dollars per day. Of this charming hotel, a writer in the *Home Journal* writes:

"There is something about the atmosphere of Cooperstown that induces sleep. The writer was troubled with insomnia last winter, and during the Spring and early Summer some of his nights in New York have not been entirely restful. His first night at Cooperstown was a continuous ten hours' sleep, and each night since he has slept steadily for eight or nine hours. This may be partly owing to the excellent management of the Cooper House. Mr. Crittenden does not oblige the servants to wear slippers, as did a former prop-rietor of the Mountain House at Cresson Springs, but he demands that they go about the house with as little noise as possible; and the music ceases every night at ten o'clock. There is no knocking about of chairs upon the piazza in the early morn, there is no bawling of 'front' at the Cooper House; bell men are called by the single touch of a small bell, and orders at the office are given in a quiet way.

"The Cooper House, unlike many country hotels, is in the country, and not only is, but so seems to be. Some of the hotels in the Delaware Highlands, on the Jersey shore and elsewhere, are in line with other houses, directly on the street; the Cooper House stands in a cultivated park of ten acres, in which there are gravel walks, shade trees, summer houses and rustic seats. The parlor is a large and beautiful apartment, but it is not much frequented except when a dance is on the carpet. The 'office' is on the parlor floor, and the halls are so wide, and there are so many pretty bay windows and cosy nooks, that guests do not congregate in the main parlor in great numbers. It is pleasant in the evening to watch the different groups on the office or ground floor—a whist party here, two or three ladies sewing there, some reading under the soft light of a student lamp, happy children romping on the floor, while in far off corners may probably be seen a young couple deeply interested in discuss-ing—political economy, perhaps, or some equally abstruse, public question, with ultimate reference doubtless to domestic economy."



H. C. Haskell of 18 John street, New York, has just fin-ished a gold medal acknowledged by jewelers and critics to be finest exhibited by this house, who are to be congratu-lated upon the in-creasing business in this particular line. This firm has been busy all the year on special orders for prizes, trophies, so-ciety pins, &c., for out door sports of all kinds. The ac-companing cut faint-ly illustrates the gold medal made for Suyson & Turck, Butte, Montana, (Jewelers) who pre-sented it to "Butte Miners Union."

The Rifle was made in perfect fac-simile of Remington model—gold and platina—cartridge box and knapsack scabbard black en-ameled; overcoat is in blue enamel, Montana Coat of Arms, diamond sun and raised diamond "M." Those wishing original and antique prizes will do well to send for designs and estimates and can guarantee you cannot fail to be pleased with work, quality and prices from H. C. Haskell.

NEW INDEXED MAP OF THE
Environs of N. Y. City.

Scale, 1-4 Miles to 1 inch.

Compiled from the New Jersey State Geological Survey, the U. S. Coast and Geodetic Survey, Local Surveys and other authentic sources.

Size 3 2-3 ft. x 4 1-2 ft.

Mounted on Rollers, or Dissected to fold up in smaller compass.

\$4.00.

This Map shows the Railways, Wagon Roads, Cities, Towns, R. R. Stations, Villages, Lakes, Ponds, Rivers, Streams, Mountains, Valleys, etc., in a style unequalled for distinctness, legibility and correctness. The Index is complete and renders it an easy matter to find any desired locality.

Published by E. C. BRIDGMAN, 84 Warren St., New York.

NEW ORLEANS NOTES.

If we do not have a Springfield tournament of our own on Sept. 15th, it will not be the fault of the Division Racing Board or of our worthy chief consul, for they have been working like beavers to make our third annual race meet, which occurs on the above date, the biggest thing in the racing line that has occurred here this season, and the chances are that they will succeed, too.

Six thousand personal invitations cannot but do effective work, and it is confidently expected that not less than 2,500 people will be in attendance, and if Mugnier's camera does its work well the photo of the grand stand and its occupants will surely show a collection of feminine grace and beauty second to none in the country. The boys have been training faithfully, and some fast practice spins have been recorded, and we really believe that three minutes will be beaten. This is a chestnut, gotten off annually about this time, but if the steam rollers and water carts do their work as per assurances, we will get there this year, "sartin, sure."

With free admission, three prizes each race, finest band of music in the city, reception committee of most prominent citizens, handsome and novel souvenir programmes, an abundance of apparently good racing material, and a good track, it will certainly prove a gala day in New Orleans, and a red letter one in the local wheeling world; and if the clerk of the weather will but do the fair thing by us and furnish, a calm, clear atmosphere for the occasion—hoop-la! but won't we get there.

Shreveport will be represented in the races. E. L. Alford, captain of the club there, has entered for the State championship and mile handicap. He is looked upon as a possible dark horse.

The New Orleans Bicycle Club has selected its five for the team race, but has not yet made their names public. It is generally understood, however, that Guillotte, Rea, Fairfax, and Guedry are four of the five; the fifth man is still a matter of speculation. The Louisiana Cycling Club will run trial heats on September 4th to select their team. Most of their material is of the light weight variety and untried, hence no names can as yet be given with any degree of accuracy. This race, together with the State championship and mile handicap, are the "posers" of the meet.

The rain has at last let up and the road fiends are again getting in their killing work. The Louisiana Club has been doing some lively road riding, and the club runs for the month will aggregate 125 miles. There are no flies on our country roads, but lots of sand and bump-bump-bumpy stretches which make an occasional da—beg pardon—dog gone it, is what I mean—admissible and pardonable. This must be taken into consideration when sizing up our score.

R. Lee Cooney of the Atlanta (Ga.) wheelmen, and an erstwhile New Orleans boy, has been spending a ten days' vacation with us. His Star accompanied him, and together they polled up quite a respectable mileage while here. Cooney took in everything. He was up early every morning and helped to swell the little crowd at the training grounds and also embraced the opportunity and put in some good licks for a nineteen mile road-race in which he was to take part, on his return to Atlanta. Cooney tells us that the race meet which will take place this winter during the Atlanta Exposition will be on the extensive scale. He is treasurer of the racing committee, and states that he has already on deposit \$1,000 which has been turned over to him by the directors of the exposition for the cycle races. A track is to be built and a strong effort will be made to secure the attendance of Rowe and other fast 'uns.

The Southern 24-hour record has been raised another notch. The following from the *Times Democrat* of 15th August tells the tale:

"Capt. R. G. Betts, of the Louisiana Cycling Club, on Saturday evening started on a run to make a twenty-four hour record, and at the same time beat the record of A. M. Hill, made a few weeks ago, of 159 miles. Betts made 166½ miles, actual cyclometer measurement, thereby beating all previous records by 7½ miles. The start was made at 6:20 P. M. Saturday and the riding was kept up until 4:20 A. M. Sunday, covering 100½ miles inside of ten hours, including several stops for food and water. A rest was taken until 5:50 A. M., when Capt. Betts met the members of the Louisiana Cycling Club and accompanied them on the run. He finished the sixty-six miles, riding

off and on till 6:20 P. M., same time at which the start was made on Saturday evening. This record was made on the asphalt, Shrewsbury road, West End shell road and Audubon Park. Messrs. Renaud, Crane, Moody, Fairchild and Dodge acted as pacemakers."

W. W. Crane, who paced Betts for fifty-four miles of his ride, after a rest pressed on and scored 102 miles and is now numbered among our century riders, of whom New Orleans boasts seven.

At the Shreveport (La.) Fair in November next, several bicycle races will be run. Chief Consul Hodgson and two or three other New Orleans wheelmen speak of attending. Bt.

RACING IN PHILADELPHIA.

About 300 people witnessed a series of races at the Gentlemen's Driving Park in Philadelphia, on August 27. Result: One mile, novice—H. Harding, 1st, in 3:20; George Bowman, 2d. Half-mile, boys under sixteen years—Robert Conningsly, 1st, in 1:49; Edward Crawford, 2d. Three mile race—Louis J. Kolb, University of Pennsylvania, 1st, in 8:17. Two miles—J. K. Schell, Schuylkill Navy B. C., 1st, in 5:50; G. P. Walker, 2d. Sixty yards' slow race—R. Conroy, 1st, in 1:12½; E. Crawford, 2d. One mile race—M. J. Bailey, 1st, in 3:15; Louis J. Kolb, 2d. Half-mile race, without hands—S. H. Crawford, 1st, in 1:46; Louis J. Kolb, 2d. One mile, consolation—C. B. Keen, 1st, in 3:48; R. L. Schaefer, 2d. A race of five miles, horse vs. bicycle, was won by M. Le Roy's horse in 15:0¼, beating L. J. Kolb, M. J. Bailey, C. B. Kean, R. L. Schaefer and S. H. Crawford.

'RAH FOR "OLD KENTUCKY!"

EDITOR OF THE WHEEL:—If I didn't personally know that my friend "Norb" was a temperance man from way back, I should assume that he had been indulging too freely in the exhilarating product of Bourbon County when he penned for your paper the par. which says that my book "doesn't do justice to his state" (Aug. 26, p. 975). Its seventeenth chapter which I know has been the means of sending many tourists thither, since Oct., 1883, when I first printed it in the *Wheelman*—begins thus: "The Blue Grass Region of Kentucky, so celebrated for its beauty, never had a better reason for feeling proud of its good-looks than on the opening week of Summer in 1882, when I for the first time cast my eyes upon the same. * * Not again in a dozen years would a bicyclist who sought to explore it in Summer time be likely to be favored with a cool and comfortable temperature as generally favoured me during the eight days while I pushed my wheel 340 miles among the Kentucky hills." At the conclusion of the story (on the most prominent page in the book, because its number is "234") I say: "The possible pleasures of 'bicycling in the Blue Grass' and conquering the hills of northern Kentucky a-wheelock, I cannot too highly commend."

"So there!" as the girls say, Mr. Norb, where are you now? If my book "doesn't do justice to your State," it is not by lack of praising it up as an ideal touring ground for the adventurous wheelman. As for the incidents which befell myself, it is a chronicler's chief duty to give the actual facts of his own experience, and let readers draw their own deductions. The occasional mishaps and hardships of bicycle touring add to the zest of it, and none but a "butterfly bicyclist" expects continuous sunshine or a land flowing with milk and honey.

The proper atonement for you to make, as a sequel to so unaccountable an utterance, is to persuade all your friends to send me a quarter-dollar each for the purchase of my Kentucky chapter, whose perusal is warranted to inspire the most sluggish-minded with a desire for touring through your State—or money refunded. You might mention to them, also, that the unbound sheets of any of the other forty chapters are likewise mailed by me for the same small sum; though, as a true economist, your straight tip is to steer them to No. 6 East Fourth street, Cincinnati, where the eloquence of Mr. A. A. Bennett will have a fair chance of persuading them to invest two dollars in the collected chapters, bound in blue and gold.

While writing, I may as well point out the injustice done the book by reviewers (like the one of the *Pall Mall Gazette*, quoted on p. 776 of your last issue), who speak as if the whole of it were printed in fine type. The proportion of this, as I explain in the Preface, is necessarily larger than I might wish it to be, but it comprises less than

half the main text. It is customary to use such type for indexes, addenda, and lists of names; and these in the present case cover 173 pages. Of the remainder, 373 pages are in brevier, and only 362 pages in nonpareil. Most of the latter may be classed as an appendix, which is also usually printed in fine type; and no one would be expected to read more than a chapter of it at a single sitting. My prospectus promised a book of only 300 pages, whereas the actual "Ten Thousand Miles on a Bicycle" contains 373 pages of type, which no one can pretend is trying to the eyes, *in addition to the 535 pages of "fine type,"* which some critics carelessly condemn, as if it embraced the whole. I insist that all the type is clear enough for purposes of reference; but, even if the fine print be passed over entirely, there will still remain a bigger book than I promised my subscribers.

KARL KRON.

Washington Square, N. Y., Aug. 31.

A CHEAP TABLE FOR THE DARK ROOM.

Many amateur photographers who take up the art in a small way do not go to the expense and trouble of fitting up an elaborate dark room; and for their purposes an excellent table can be constructed very cheaply, which can be made quite a *multum in parvo*, capable of containing in itself all the paraphernalia neatly stowed away, avoiding the untidiness always noticeable in a room where the photographer lets his things lie about in any spare corners.

As a groundwork, one of the cheap wooden washstands must be procured. This can be got new for three shillings or so, but the wider it is the better. Into the circular hole a galvanized iron bowl, such as can be bought at any ironmongers, can be put, a small hole being bored in its bottom, and a wooden plug inserted therein. An iron pail goes underneath, and the spare room on each side of the pail can be boarded off and closed in, one side for the storage of new plates, the other side partitioned off to hold the dishes, either vertically in racks or on flat shelves as may be preferred. On top of the sides, which are usually raised some nine inches above the washstand top itself, a plank can be secured, forming a shelf for the water-barrel, lamp and bottles; and the whole of the flat top can have a couple of coats of Brunswick black to prevent the solutions soaking into the wood. On one side of the bowl, the developers, measuring glasses and alum bath can stand; on the other side, the hypo fixing-bath and plate rack.

Printing frames, sensitized paper in a cylindrical tin case, etc., can be kept in the drawer at the bottom, provided care is taken to keep the wet out; and by the aid of a few bits of plank, nails and screws, a lot of little additions can be made such as will readily suggest themselves to the amateur as he goes along; the idea in view being always to keep the thing compact and handy, with a distinct place for every article.—*Cycling Journal*.

T. A. SMILY,

Care Geo. R. Bidwell,

313 W. 58th St., New York City.

DEAR SIR.—I have just returned from a bicycle ride without the slightest mishap or anything to make it unpleasant, and this fact *again* reminds me that I owe an apology to the man who taught me so thoroughly what little I know about riding—for not having answered his pleasant note of—so long ago that I am ashamed to look up the date. I am considered a pretty fair road rider, and have had but one *bad* fall, and two more that amounted to no more than a dusty coat. The bad one I got by having a saddle adjusted too loosely, and it gave me a header in going over a bump in the road. I am still, and have always been, perfectly satisfied with your teaching, and one of my friends who is self-taught, after many troubles, says he never knew any one to learn more quickly to ride well and safely. After the four or five lessons you gave me, I bought a wheel, and went right out on the roads, good and bad, up hill and down, and after six or eight trials at this, rode from Elizabeth, through Newark and Orange to Bloomfield and back the same day, without mishap of any kind, an achievement of which I felt very proud.

Yours truly,

R. M. SONART.

Bergen Point, N. J., April 8, '87.

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

A RUN IN JERSEY.

DEAR WHEEL: On Saturday last, while riding through from Newark, I found between Rahway and Menlo Park, about as bad a piece of sandy road as any one need wish to see, but sidepaths that more than make up in their straight and narrow beauty for any fault in the road.

These paths are almost as hard and smooth as our Washington asphalt, and have the charm of being so overhung with tall weeds and grass as to be visible in only part of their length, while this detracts nothing from the pleasure of riding, as one can easily make them out ten feet ahead, and so never goes astray.

Along one of these paths I was riding at good speed, and luxuriating in the easy motion, when on entering one of the covered portions, my attention was drawn to a large stone slab beside the road, on which something was printed in immense inverted letters. Just as I made out the first word, P R E P A R E—darkness, stars, daylight followed each other in quick succession, and I found myself about equally entangled in the machine and in the weeds, and endeavoring to rise upon a sprained knee. The small wheel of my Star had disappeared down an ugly and most unexpected hole, and had given me a header; so I slowly arose and went back to examine what came near being my tombstone, and found that some bicycle wag had been there before me, for the inverted inscription read, "Prepare to meet thy God." He evidently thought bicycle men were ready, or he would have put the stone further back.*

After this, propelling myself with one foot became tiresome and I stopped occasionally to rest, one of my halts being at a roadside spring where there were what I took to be five tramps. Their ages ranged from twenty to sixty, their looks from intelligence to stupidity, their positions from standing to lying, and most of their shoes lay beside a log. Some of them were resting their tired feet by moving them about in the sand, some were smoking and some were looking quietly on. I spoke of water and they said there was plenty, and one of them offered to hold my wheel while I went further up stream to get it clear; but though there was little in my luggage-carrier it was my all for this trip, and as I needed it more than they, I declined the offer and took a drink nearer the road. While thus engaged the man who was evidently leader began to wonder aloud what Alexander or Cæsar would think could he now be shown a bicycle, and why it was that with their wonderful roads the Romans had never invented such a thing, so that I depressed into a short history of the development of the modern wheel, all of which he seemed accurately to follow, and when I had finished he said: "Mister, if you know Geometry I'd like to show you something," and proceeded to draw a diagram in the sand of the road, and to give what I believe to be an original and a new demonstration of the theorem "To bisect a given angle," and there, much to my surprise, what I believe to be also original and new and important "A method for the trisection of any angle."

As THE WHEEL is not supposed to understand anything but circles, I will not give you triangles even for recreation, but I was so interested in the learning and the ability of this mathematical tramp that we spent half an hour discussing various leading questions with most of which he seemed more familiar than I; and when, out of respect to his genius, I showed him the physics of my Lamp Controller, he turned witty and striking an attitude sang out "Balance, all." Then I bade him good bye, and honestly wished he had a wheel to ride with me.

Since reaching New Brunswick I have been laid up with the sprain in my knee which prevents any attempt at riding, but the City Hotel isn't half a bad place after all, for every hour or two some touring wheelmen stops to quench his thirst, and in the meantime the host, who keeps an excellent house, is the best of entertainers, for he can not only tell a good story, but, what is better, he can listen to one; and yesterday afternoon I accepted his invitation to see the beauties of the neighboring country behind his Jersey roadster.

But, Mr. Editor, I want to ask if, when I had the honor of sitting in your sanctum last Friday, you noticed the sub-editor surreptitiously handing me a little paper of stuff labeled "Tutti Frutti"? Whether he did it for my benefit or for the benefit of the Tutti Frutti man, I don't know, but I thought at the time it was a new kind of caramel, and, as I didn't wish to be taken for a dude, I slipped it into my pocket out of sight, and never thought of it again until Saturday at noon,

when on leaving Newark I put it out of the way in my tool bag. But in an hour or so I found the oil can leaking and four of the five caramels ruined; so to preserve the memory of the sub-editor I put the remaining one in my mouth, and was surprised to find that it did not vanish as caramels do, but left a very good piece of gum, which, of course, I continued chewing, and, believe me, Mr. Editor, it was a wonderful preventive of thirst. It is so effeminate for a man to chew gum that I wouldn't like to be seen on the street, but I shall carry some for touring after this—especially if you keep it in the sanctum. Yours truly, C. H. K.

MILVILLE, N. J., RACE MEET.

About 2,000 people attended the races given by the Milville Club on Tuesday, August 30. All the neighboring towns were drained of their population, who flocked to Milville in train and vehicles.

The track, which is four laps to the mile, was in excellent condition. The races were interesting and the management excellent.

The officers of the day were: Judges, Thomas Whittaker, E. C. Stokes and W. H. Van Gilder; Referee, H. B. Hart; Clerk of Course, Nelson Howell; Starter, W. Scott Calkins; Time-keepers, A. M. Kendall and E. Woodruff.

SUMMARY OF THE EVENTS.

ONE MILE NOVICES.—W. E. Young, Dennisville, 3:08; S. L. Cassidy, Milville, by five yards; A. Fuller, Vineland, o.

ONE-QUARTER MILE DASH.—First Heat: L. J. Kolb, Philadelphia, and H. B. Schwartz, Reading, dead-heated in 49 seconds; Wm. Lamb, Smithville, o. The second heat also resulted in a tie, and in the final, Schwartz's machine broke near the tape, allowing Kolb to win.

ONE MILE HANDICAP, BOYS UNDER SIXTEEN.—H. Blanchard, Smithville, scratch, 3:17; O. Robinson, Vineland, 30 yards, 2d by 30 yards.

ONE MILE, THREE-MINUTE CLASS.—C. B. Keen,

Only a Limited Number Made Every Year.

FULL DRESS STRAIGHT CUT.

Unquestionably the choicest Cigarette manufactured. Under no circumstances will the high standard of these goods be changed.

These cigarettes, although costing more than others, are well worth the difference asked, and always give the most entire satisfaction.

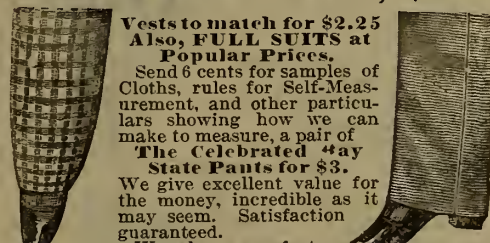
PACKED.—20 CIGARETTES.

KINNEY TOBACCO CO., New York,

Successors to KINNEY BROS.

Send 15 cents for sample package.

CUSTOM MADE PANTS, \$3.



Vests to match for \$2.25 Also, FULL SUITS at Popular Prices. Send 6 cents for samples of Cloths, rules for Self-Measurement, and other particulars showing how we can make to measure, a pair of The Celebrated "44 State Pants for \$3. We give excellent value for the money, incredible as it may seem. Satisfaction guaranteed.

We also manufacture Bicycle, Base-Ball, Polo, Lawn Tennis, and all Fancy Garments or Uniforms required by clubs or other organizations. We should be glad to make proposals to those having such orders to fill. Address BAY STATE PANTS CO., 30 Hawley Street, Boston, Mass.

Columbia Bicycle Shoe.



Columbia Bicycle Shoe

Black Leather, \$4.00; Russet Leather, \$4.5.

Lightest and Best Shoe in the Market.

POPE MFG CO., 12 Warren Street, New York.

Un. of Pa., 2:59 4-5; Lee Sharp, Vineland, close up; S. L. Cassidy, Milville, o; George Porch, Clayton, o; J. W. Egolf, Spring City, o.

ONE-HALF MILE DASH.—W. J. Wilhelm, Reading, 1:24 1-5; J. B. Pearson, Vineland, 2d; Wm. Lamb, Smithville, 3d; J. W. Egolf, Spring City, o.

ONE MILE HANDICAP.—L. Sharp, 125 yards, 2:45; Young, 125 yards, by six inches; Keen, 20 yards, by several lengths; Schwartz, scratch, o.

TWO MILES LAP RACE.—W. J. Wilhelm, 6:07 1-5; J. B. Pearson, distanced; Wm. Lamb, distanced.

ONE MILE SCRATCH.—W. J. Wilhelm, 2:55; J. B. Pearson, by a length; C. S. Stevens, o; Wm. Lamb, o.

ONE MILE CONSOLATION.—J. B. Pearson, 1st; Howell, 2d, by several lengths.

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

SPECIAL BARGAINS

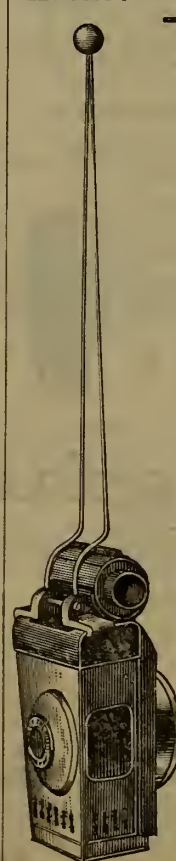
- No. 1.—36x54 Kangaroo, ball bearings, hollow cow-horn bars; good as new; cost \$135.00; \$65.00
- No. 2.—56-inch American Club, all nickeled except rims; balls all round; excellent order; cost \$165; \$65.00
- No. 3.—51-inch Special Star, enameled, w.th nickeled trimming, balls to front, silent ratchets; A. l. order; cost \$130.00; \$75.00
- No. 4.—48-inch American Star, enameled, with polished parts; good order; \$35.00
- No. 5.—52-inch Humber, enameled finish, balls all round, dropped bars; A. l. order; cost \$135.00; \$75.00
- No. 6.—54-inch Mail, enameled, balls all round, dropped bars; fine order; cost \$125.00; \$65.00
- No. 7.—51-inch Rudge Light Roadster, '87 pattern, wheels enameled, balance nickeled, hollow cow-horn bars, spade handles, nickeled lamp; but little used, and good as new; cost \$150.00; \$100.00
- No. 8.—36-inch Standard Columbia, enameled and polished; A. l. order; \$35.00
- No. 9.—52-inch Club, all nickeled except rims, ball bearings; excellent order; cost \$135.00; \$65.00
- No. 10.—Two-Track Columbia Tricycle, latest pattern, ball pedals; A. l. order; cost \$165; \$100.00

On receipt of \$5.00, as a guarantee of good faith, we will send any of the above, C. O. D. for the balance, with the privilege of examination. Correspondence solicited.

HARLEM 'CYCLE CO.,

124th Street & 7th Avenue, New York City.

LAMP CONTROLLER.



A weight placed above the axle raises the centre of gravity of the lamp to the point of suspension and counterbalances its tendency to swing.

ADVANTAGES

OF ITS USE.

It secures a steady light upon the track.

It prevents lamp from going out on rough roads.

It prevents spilling of oil from the cup.

It is ornamental to either nickel or black wheel, weighs less than half-a-pound, and can be attached to any lamp in fifteen seconds.

Ask your dealer for it, or send name of your lamp to

C. H. KOYL,

1406 New York Avenue, WASHINGTON, D. C.

who will mail a sample, postpaid, for one week's trial, upon receipt of price.

Price \$1.50.

In our issue of August 26, 1887, under the head of LEAGUE FINANCES, page 776, we, unintentionally (from erroneous information received by us) did injustice to the expert accountant therein mentioned, viz., Mr. Walter H. P. Veysey, of the firm of Veysey & Veysey, whose letter and statements in reply thereto came too late for insertion this week. We regret the fact, and shall publish his communications in full in our next week's issue.

Kimball's Straight-Cut are a favorite brand of cigarettes among wheelmen, and may be found at all the prominent clubs.

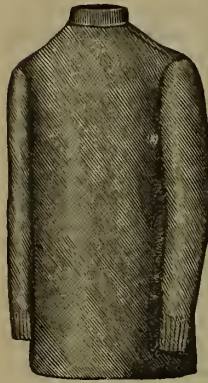
JERSEY-FITTING UNDERWEAR COMPANY.

We Call Special Attention to our

BICYCLE, TENNIS, YACHTING and ROWING JERSEYS,

In Long or One-Quarter Sleeves, or Sleeveless, High or Low Neck, Lace Front, or Standing Collar, Plain or Fancy Colors.

Every Wheelman and Sportsman will give them his approval when he examines the Shoulders, Arm Holes and Neck, as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.



OUR BICYCLE FULL TIGHTS

Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.



BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.



TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



JERSEY-FITTING KNEE PANTS, Buttoned in front, same as Pantaloon, without Certain Objections.



We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

LADIES' JERSEY-FITTING TRICYCLE PANTS.

A NEW THING.

These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsted. Racing Wheelmen tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.



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E. R. STOCKWELL,

19 John Street, New York,

MANUFACTURER OF

Bicycle and Athletic Badges and Medals,

IN SILVER AND GOLD,

At Satisfactory Prices.

Clearance Sale.

Prices below Cost.

OFFERED UNTIL OCTOBER 1st, 1887.

Second-Hand and New Bicycles and Tricycles.

GEO. R. BIDWELL,

313 West 58th Street, (near 8th Ave.) NEW YORK.

No.	Size.	NAME.	FINISH.	BEARINGS.	PEDALS.	CONDITION.	PRICE.
3	46	American Rudge,	Enameled,	Ball,	Pl.,	New,	\$80
5	48	Expert,	Full Nic.,	Ball,	Ball,	Very good,	85
8	48	Club,	Full Nic.,	Ball,	Pl.,	Fair,	50
14	50	Club,	Full Nic.,	Ball,	Pl.,	Fair,	40
44	56	Expert,	Full Nic.,	Ball,	Ball,	Good,	90
46	56	Yale,	En. and Nic.,	Ball,	Pl.,	Good,	50
47	56	B. C.,	Enameled,	Ball,	Pl.,	New,	85
98	50	American Rudge,	Enameled,	Ball,	Pl.,	New,	80
157	50	B. C.,	Enameled,	Ball,	Pl.,	New,	80
283	52	R. L. R.,	Enameled,	Ball,	Ball,	Very good,	95
295	56	Expert,	Nic. and En.,	Ball,	Ball,	Very good,	90
304	50	R. L. R.,	Enameled,	Ball,	Ball,	Good as new,	100
305	53	R. L. R., '87 pattern,	Enameled,	Ball,	Ball,	New,	120
306	50	Expert,	Enameled,	Ball,	Ball,	Good as new,	90
314	54	R. L. R.,	Nic. and En.,	Ball,	Ball,	Good as new,	110
315	56	American Rudge,	Enameled,	Ball,	Ball,	Good as new,	90
317	55	R. L. R.,	Enameled,	Ball,	Ball,	Good as new,	95
318	55	Royal Mail,	Enameled,	Ball,	Ball,	Good as new,	115
319	54	R. Roadster,	Enameled,	Ball,	Ball,	Good as new,	80
320	53	R. L. R.,	Enameled,	Ball,	Ball,	Good as new,	90
321	53	Col. Lt. R.,	Nickeled,	Ball,	Ball,	Very good,	75

TRICYCLES.

70	Rudge Double Driver,	Nickel and Enamel,	All Balls,	Good,	\$75
316	Columbia 2-track,	Enameled,	All Balls,	Good as new,	120
322	Quadrant Gents,	Enameled,	All Balls,	New,	160
323	R. Humber Tandem,	Enameled,	All Balls,	Good,	150
324	Crescent,	Enameled,	All Balls,	Very good,	140
325	Crescent Tandem,	Enameled,	All Balls,	Good as new,	200

Every machine on this list is full guaranteed. Will ship C. O. D. with privilege of examination, on receipt of money to cover express charges both ways in case wheel is not taken. NEW YORK, Sept. 1st, 1887. ALL PREVIOUS LISTS CANCELLED.

Springfield Roadster \$75.00

SPEEDY—EASY TO RIDE.

BEST MATERIAL—HEADERS IMPOSSIBLE.

SAFE—LOW PRICES—BEST HILL CLIMBER.

SAFEST COASTER MADE.



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Twenty-five Words, - - - Fifteen Cents.
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A New Map of the Orange Riding District,

Showing all Towns and Villages, from Milburn and Waverly on the South to Caldwell and Belleville on the North, and indicating 95 miles of Macadam roads, with best connecting thoroughfares, for touring. Size 17x22. Price 50 cents. Printed on heavy bond paper, with pocket cover, \$1.00. For sale by dealers in Newark and Orange, N. J.; or mailed postpaid on receipt of price.

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

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EASY PAYMENTS.

New Rapid, Champion, Star and other Bicycles and Tricycles

on easy payments, without extra charge except for interest. Prices from \$8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman. GEO. W. ROUSE & Son, 13 G St., Peoria, Ill.



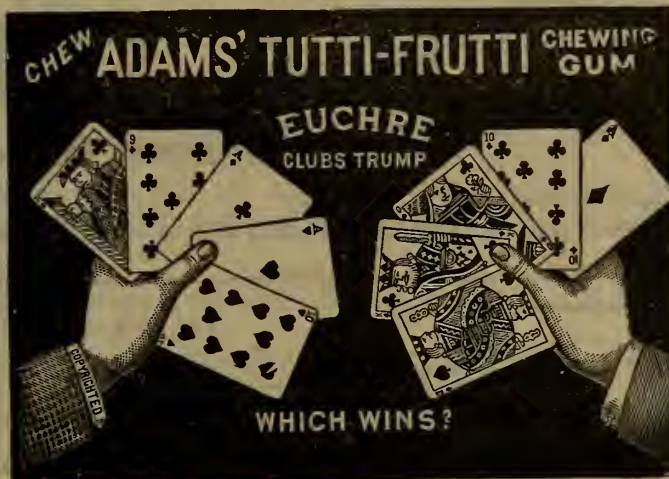
RADWAY'S READY RELIEF.

For Bruises, Sun Burns, Bites of Insects, Soreness or Weakness of the Muscles, &c. Quickly cures Cramps in the bowels, Diarrhea, Cholera Morbus, Dysentery, &c.

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Purely vegetable, mild and reliable. Cures Biliousness, Foul Stomach, Acidity, Constipation, Piles, Chills and Fever, Liver Complaints, Loss of Appetite, Heartburn, Palpitation of the Heart, Flatulence, etc.

WHAT IS SAID OF IT.



Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst*. Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst*.

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

AMHERST COLLEGE GYMNASIUM DIRECTIONS.

This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico Zapotis) consequently it is a purely vegetable substance.

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



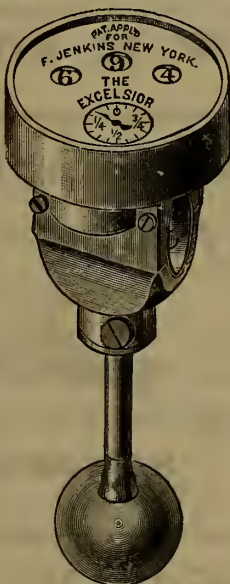
KIMBALL'S SATIN STRAIGHT CUT CIGARETTES.

PEOPLE OF REFINED TASTE, WHO DESIRE EXCEPTIONALLY FINE CIGARETTES SHOULD USE ONLY OUR STRAIGHT CUT, PUT UP IN SATIN PACKETS AND BOXES

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WM. S. KIMBALL & CO.



NOW READY!!!

The New Excelsior Cyclometer!

PRICE TEN DOLLARS.

IT REGISTERS 1000 MILES.

IT READS FROM THE SADDLE.

IT IS ACCURATE.

The finest workmanship ever put in a cyclometer. Every part is machine made and guaranteed accurate. Send for circulars.

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A limited number of the No. 2 Cyclometers, which register 100 miles, will be sold at \$5.00 each, to close them out.

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HENRY C. HASKELL,

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SPECIAL DESIGNS WITH ESTIMATES FOR PRIZES

BICYCLE, TENNIS, BOATING, SHOOTING, ATHLETIC CLUBS, &c.,
 BEYOND COMPETITION.

CORRESPONDENCE INVITED.

—STAR—
Bicycles. STAR Tricycles.

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H. J. HALL, Jr.,

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Large Assortment of New and Second
Hand Wheels of all Makes.

REPAIRING QUICKLY DONE.

☞ My workmen are skillful, and
can make all

DIFFICULT REPAIRS.

☞ Largest Bicycle dealer and
repairer.

GREAT BARGAINS IN SECOND-HAND WHEELS

☞ Sole Agent for Long Island
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"NEW MAIL."

☞ Large stock of Boys' Machines.
Competent teachers, and fine track.

CHAS. SCHWALBACH,

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WHEELMEN'S RENDEZVOUS.

PROSPECT PARK HOTEL,

PROSPECT PARK PLAZA, BROOKLYN.

F. G. SPENCER, Proprietor.

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Needing the room for our Fall Gun Trade we have marked down these Wheels to close them off at once !

48-inch Rudge Light Roadster (<i>good as new</i>),	\$55	54-inch Standard Columbia,	- - -	\$35
50-inch Victor Light Roadster,	- - 65	54-inch Victor,	- - -	60
50-inch Expert Columbia Roadster,	- - 65	54-inch New Mail,	- - -	85
50-inch Harvard (perfect and good),	- - 35	55-inch Royal Mail,	- - -	55
50-inch Royal Mail (<i>good as new</i>),	- - 55	55-inch New Mail,	- - -	75
51-inch Royal Mail,	- - 60	56-inch Rapid (<i>really new</i>),	- - -	85
52-inch Sanspareil (<i>bargain</i>),	- - 40	56-inch Challenge,	- - -	50
51-inch Victor,	- - 65	58-inch Rudge Light Roadster,	- - -	65
52-inch Standard Columbia,	- - 30	58-inch Cornell,	- - -	50
52-inch Royal Mail,	- - 65	48-inch Star, Silent Ratchet,	- - -	60
53-inch Columbia Light Roadster,	- - 60	48-inch New Mail,	- - -	85
54-inch Challenge,	- - 40	56-inch New Mail,	- - -	75
54-inch Expert Columbia,	- - 60	54-inch Royal Mail Racer (<i>New</i>),	- - -	50
54-inch Premier,	- - 30			

Above are a part of our second-hand stock, but will be closed out, and gives an opportunity to secure a wheel fully \$20 to \$25 under their worth next spring. Also Victor Tricycle, \$60 ; Royal Mail Tricycle, \$100, &c., &c.

Application should be made at ONCE, for they will be quickly taken up ! !

SPECIAL OFFER.

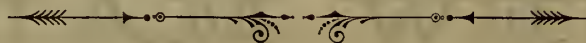
Our NEW MAIL, though its first year, has been a *Perfect Success*, and has had an *Extraordinary Demand*. We have been behind orders since the opening of the season till hot weather set in. Now, as the most active bicycle season is past, though the best riding weather is in the autumn, we have decided to offer for a SHORT TIME ONLY a few of these SUPERB NEW MAILS in exchange for others !!! This we have PERSISTENTLY refused to do heretofore, as the demand was so great. Wheelmen desiring to exchange their present old mounts for a

New Mail, with Trigwell Ball Head and Perfection Backbone, will please give us a description of the old wheel and their estimate of value.

This offer is for no length of time, as we do not care to place many in this way. Address,

WM. READ & SONS,
107 Washington Street, - - BOSTON.

"LET OTHERS TRY THE EXPERIMENT."



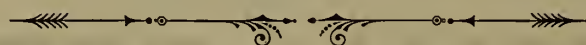
THE COLUMBIAS have been subjected to the practical tests of ten years upon road and path ; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias ; perhaps they are ; it isn't for us to say ; if a wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

FOR INSTANCE, for six years hemispherical steering centres have been used on the Expert Columbia, and on the Light Roadster for three years, a pretty fair test that such an arrangement is the most practical. The ball bearing head hasn't been proved to be better, yet it may be. " Let others try the experiment."

IT HAS BEEN asserted that the various forms of safety bicycles will overrun both continents. For several years safeties have been on the market, yet their increase in use has not been noticeable. Ninety-five per cent. of riders seem to prefer the crank machine. We manufacture safeties ; if you desire one, we should be pleased to have you try the experiment.

IT COSTS CONSIDERABLE to make first-class machines ; Columbias are first-class machines and are sold at respectable prices ; perhaps as good machines can be sold for much less than our prices ; " Let others try the experiment."

It may be a paying investment for the wheelman to purchase a so-called first-class machine for a seemingly low price, and then again it may not be, the wheelman can try the experiment.



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