

THE WHEEL

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[WHOLE NUMBER, 258.]

WHEEL GOSSIP.

R. Howell has cabled that he will not come over this fall.

Chas. E. Chase has been elected President of the Connecticut Bicycle Club.

A contemporary calls Kluge Klug. By natural evolution it will soon be calling him Thug.

Mr. H. S. Owen and his brother, both of the Capital Club, have been in London.

M. J. Lowndes, a prominent English racing cyclist, has been arrested on a charge of bigamy.

On Sept. 14, H. D. Casey and Kennedy Child will make an attempt to establish a twenty-four hour tandem record.

At the Coventry track, held on August 21st, F. W. Allard ran the mile tricycle handicap in 2m. 45 4-5s., which was the best on record.

G. P. Mills, of the Anfield B. C., has lowered the Land's End—John O'Groat's tricycle record nearly thirty hours. He started at midnight on August 15th, and finished his long ride in 5 days 10 hours.

At the Coventry track, on August 21st, A. P. Engleheart riding an "ordinary" bicycle, had a tug at the three miles record. He finished the mile in 2m. 42s.; two miles in 5m. 31 2-5s., and the three miles in 8m. 16s.; beating the present record by four seconds.

We are told that three members of the Capital Club have been in the vicinity of Boston for the last ten days "sampling" the roads. It seems that all the leading bar-rooms keep large quantities of "road" on tap, and it is quite a regular thing to order "three miles of macadam in mine."

On Saturday, Sidney Lee and Dr. Turner started to beat the English fifty miles tandem road record. They finished in 3h. 9m. 55 1-5s., beating the record over seven minutes. A. Fletcher also started with the tandem team, riding a Safety. He finished in 3h. 9m. 21 4-5s., which is now the Safety record for that distance.

Within the past two weeks we have been much amused by the frequent repetition of statement that the proprietor of the Devon Inn, of Philadelphia, will supply shower baths free to his wheelmen guests. Some people may think that this munificent offer is born of pure philanthropy, but those in the know, hint that the astute proprietor of the Devon Inn has a fat contract for filling in land and this is the cheapest and easiest way to obtain sand.

The Lynn Club held a special meeting Friday evening, when it was voted not to accept the proposition of Hon J. N. Buffum, of erecting a club house on the Highlands, at a cost of \$3,000, and let the club pay for it in rental. The principal objection is that the spot is not centrally enough located, and the club also feels that it cannot yet afford to buy a building.

The *B. N.* caps the Climax with the following: "Mr. Potter (C. H. Potter, of Cleveland) is a staunch supporter of the American times, but he is an honest American"; all of which leaves us to infer that all Americans who believe in "American times" are, with the exception of a select few, thoroughly dishonest. Verily, L. H., thou art an ass—tute man!

The old West Philadelphia Athletic Association, under the management of A. Coningsby & Co., have renovated their grounds at Elm and Belmont avenues, West Philadelphia. A bicycle track has been constructed of the finest material; also a grand stand with seating capacity for 800. The old association intend making things hum this Fall. The first race meeting will be held Sept. 25, by the Association for the Advancement of Cycling.

At the Long Eaton Sports, Wednesday, August 21st, P. Furnival run the half mile race in 1m. 16 3/8. At the same sports G. Gatehouse run the mile tricycle handicap; times: 1/4, 41s.; 1/2, 1m. 18s.; 3/4, 2m. 4s.; 1 mile, 2m. 47s. All of these times were best on records, but, with the exception of the three-quarters, were subsequently beaten by Gatehouse. Percy Furnival also ran the mile handicap in 1/4, 38s.; 1/2, 1m. 16s.; 3/4, 1m. 5.60; 1 mile, 2m. 35 4-5s. The quarter mile time was the best on record.

The Springfield Club has submitted the following proposition to the A. C. U.:

A. O. McGARRETT, Secretary A. C. U.:

DEAR SIR—The Springfield Bicycle Club contemplates giving, at their coming tournament, September 14th to 17th, a world's champion one-mile race, in which may be entered amateurs, promateurs and professionals, each class to be kept distinct, till by competition, the contestants have been narrowed down to the winner of a final heat in each class, leaving the question of superiority to be decided between the winning amateur, promateur and professional.

We desire the sanction of the American Cyclists' Union allowing these three representatives of the three classes to compete in a final heat, and, with that end in view, would request you to obtain for us, if possible, permission to allow them, the winners, to enter for the race mentioned.

Very truly yours,

SANFORD LAWTON, Secretary.

Under the title of "Association Clubs," the Keystone Bicycle Club, Allegheny Cyclers, Seurickley Valley Wheelmen, will hold a race meet at Exposition Park, Pittsburgh, Pa., on September 18th, 1886. The following is the list of events: One mile novice; half-mile, open in heats; one-mile dash, open; one mile, 2.55 class; one mile, 3.16 class; one mile, boys under 16; half-mile, L. A. W. State championship; five-mile, L. A. W. State championship; half-mile tandem tricycle: one-mile consolation. Entries close with H. E. Bidwell, box 67, Pittsburgh, Pa.

The New Castle (Pa.) Bicycle Club has secured two bicycle grounds for another year, and the grounds will be greatly improved for next season. Among other improvements will be a lawn tennis ground, and the track will be placed in the very best condition, as quite a sum of money will be expended on it. The base ball ground will also be placed in much better condition than this year. The New Castle bicycle ground has a great reputation abroad as being one of the finest in the State, and by the time the improvements are made there will not be a ground in the State to compare with our park.—*City News*.

"The *Cycle*, in mentioning that Mrs. Weldon has taken to the tricycle, calls that lady a member of the bar. This is scarcely the description Mrs. Weldon would be pleased with, we fancy, in view of her by no means secret aversion to all connected with the law. No, friend *Cycle*, we're a bit behind you in these matters in this played-out State, and we haven't lady barristers, auctioneers, cab drivers and pilots."—*Bicycling News*.

No, dear *B. N.*, you have none of these things; neither have you an earthquake, nor a wild-west, but then you have an aristocratic poet and a horsey Prince, so gead yourself!

The first annual races of the Rhode Island Division, L. A. W., will take place at Narragansett Park, in connection with the State Fair, on Tuesday, September 21, at 1 o'clock P. M. The prizes will consist of gold and silver medals and L. A. W. badges. The events will be as follows: One mile, Rhode Island Division L. A. W. championship, open to members only, three prizes; boys' race (under 18 years of age), two prizes; one mile open, three prizes; half-mile, without hands, two prizes; three-mile, Rhode Island Division, L. A. W. championship, open to members only, three prizes; one mile, for Star bicycles only, two prizes; consolation. Entries close September 15th, with George R. McAuslan, Providence, or George C. Newell, Pawtucket. Entry fee \$1 for all except boys' race.

THE * ROSEVILLE * TOURNAMENT

Will be the Event of the Year.

September 30, October 1 and 2.

Only 30 minutes' ride from New York and right in the Orange District, giving visitors a chance to thoroughly "Do" and be "DONE" at Gotham, and to sample the Orange roads, the "Happy Hunting Grounds" of Wheelmen. Track one-third of a mile; only 30 minutes' ride on D. L. and W. Road, from foot of Barclay or Christopher Streets.

PROGRAMME:

FIRST DAY, SEPT. 30TH.

1-mile novice, bicycle.
1-mile promateur, bicycle.
2-mile amateur, bicycle 6 minute class.
3-mile professional, bicycle lap.
2-mile amateur, tricycle.
10-mile professional, bicycle.
1-mile amateur bicycle handicap.
3-mile promateur, bicycle lap race.
3-mile amateur, bicycle handicap.

SECOND DAY, OCT. 1ST.

1-mile amateur, bicycle lap.
3-mile promateur, bicycle handicap.
2 mile amateur bicycle handicap.
5-mile professional, bicycle, lap
2-mile amateur, tandem tricycle.
10 mile promateur, bicycle.
3-mile amateur bicycle.
1-mile professional, bicycle handicap.
1-mile amateur, bicycle, 3 minute class.

THIRD DAY, OCT. 2D.

1-mile professional, bicycle.
2-mile amateur, tricycle handicap.
1-mile promateur, bicycle handicap.
5-mile amateur, bicycle.
5-mile professional, bicycle handicap.
3-mile amateur bicycle, 9.30 class.
Club team race, 3 men to team.
1-mile amateur, bicycle.
5-mile promateur, lap.
1-mile amateur, bicycle, consolation.

ENTRIES CLOSE SEPTEMBER 30TH.

Fees, \$1.00, each event, amateur and promateur. \$3.00 for professionals. Entry blanks and further particulars can be obtained by addressing,

FREDERICK JENKINS, Manager,

Station D, Roseville, N. J.

RACERS, ATTENTION!!

The First Annual Race Meeting

OF THE

HARLEM WHEELMEN,

SATURDAY, SEPTEMBER 11TH, 1886.

ON THE

MANHATTAN ATHLETIC GROUNDS, (8th Avenue and 86th Street, New York.)

Concert by Cappa's 7th Regiment Band at 3 P.M. Races at 3.30 P.M.

—8—OPEN EVENTS.—8—

RACES.		1ST PRIZE.	2D PRIZE.
1-4	Mile Bicycle, One Legged,	Bicycle Rifle,	Racing Saddle.
1-2	" " Without Hands,	Gold Medal,	Fish Bicycle Saddle.
1	" " Novice,	" "	Bicycle Shoes
1	" " 3.10 Class,	" "	Silver Medal.
2	" " Handicap,	" "	" "
2	" " Lap or Record Race,	" "	" "
2	" " Team Race, open to club teams of 4 men.	Silver Cup, 23 inches high.	
1	" " Club Championship--Harlem Wheelmen.		
1	" " " Morrisania Wheelmen.		
3	" " State " Open to N. Y. S. D. Members,	Gold Medal,	Silver Medal.

The Medals and Cup now on exhibition at A. G. Spalding & Bros., 241 Broadway. Entrance fee for each event, except team race, 50 cents. Team race, \$4.00. Entries close Saturday, September 4th, with F. L. BINGHAM, 49 Rose Street, New York.



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F. P. PRIAL, - - - - - EDITOR.

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	PER YEAR.
Wheelman's Gazette and The Wheel -	\$1.00
The Cycle and The Wheel - - - -	1.75
Bicycling World and The Wheel - -	1.50
Century and The Wheel - - - - -	4.00
Harper's Weekly and The Wheel - -	4.00

CHARLESTON SUFFERERS.

We have heard, with profound sorrow, of the sad calamities which have lately befallen the people of Charleston, S. C.

As this is an opportunity for all to be generous, we make the following proposition:

One-half of all money received during September for subscriptions or renewals to the WHEEL will be promptly forwarded to the Committee in Charleston.

Receipts for each amount will be acknowledged in our columns, if wished, and we hope every wheelman in the country will take advantage of this opportunity to give to a good cause as a wheelman, and thus do an act of charity and secure a subscription to the WHEEL.

Any sums forwarded us by paid-up subscribers will be forwarded and acknowledged in like manner.

The result of the mail vote recently taken on the proposed changes in the League Constitution has been published. On the question of rescinding Rule H, there were 21 for and 78 against. On the question of abandoning racing to the A. C. U. there were 15 votes for and 85 against. On the question of Mr. Ducker's appeal, there were 9 in favor of sustaining it, and 87 against. It is some consolation to know that there are twenty-one members of the Board who believe in the abolishment of Rule H.

The wheelmen of Gotham and the vicinity thereof are now given an opportunity to prove the intensity of their interest in wheeling. The Harlem wheelmen, with the enterprise of middle-age and the confidence of youth, projected a race meet, which will be held Saturday, at the M. A. C. grounds, 86th st., 8th and 9th avenues, at 3 P. M. Much time, energy and money have been spent. One hundred and two entries have

been received, and the racing will be of the best. Beside this, a first-class concert will be given by Cappa's band. Everything is in readiness, and all the club wants to make it a complete success, is the public and plenty of it. The Harlem Wheelmen is a young club, and wheelmen should back them by their presence, in their attempt to raise cycling in New York, from the somnolent condition into which it has gradually relapsed. The Sixth and Ninth avenue "L" roads stop at 81st st. Grounds only five blocks away. The Eighth avenue horse cars pass the gate.

In our advertising pages may be found the revised programme of the Roseville Tournament. Now that the Orange Wanderers' Tournament is over, the track association will immediately set to work to get the track into record shape. Several inches of clay and screened gravel will be spread over the present track, and within a week a number of fast men will train on it. A manager's office has been fitted up in the grand stand, and all mail should be addressed to Roseville, N. J. The list of prizes will shortly be published.

ENTRIES FOR THE PITTSFIELD MEET.

The entries for the Pittsfield meet, to be held Friday and Saturday of this week are as follows: The Berkshire county wheelmen are to be congratulated on being able to present so good a field of fliers.

FIRST DAY—FRIDAY, SEPTEMBER 10.

One-mile novice—D. F. Grady, E. Hill, F. H. McKee.

Three-mile Berkshire County championship—C. S. Heath, W. H. Sheridan, Homer J. Grant, Huntington Lee.

One mile promateur—C. E. Kluge, F. F. Ives, W. A. Rhodes, Percy W. Stone, W. A. Rowe, E. P. Burnham, George M. Hendee, Horace J. Crocker.

Five-mile record, professional—Neilson, Woodside, Morgan, Frazier.

Half-mile amateur, open—Heath, Langdown, Henry J. Hall, Jr., P. S. Brown, W. E. Crist, E. A. DeBlois, Charles W. Ware.

Two-mile promateur—F. F. Ives, Kluge, Rhodes, Stone, Rowe, Burnham, Hendee, Crocker.

Three-mile Berkshire County Wheelmen—Sheridan, Grady, Hill, Grant, F. H. McKee.

Five-mile, amateur, handicap, open—Foster, Heath, Langdown, H. J. Hall, Jr., Sheridan, S. C. Pierce, W. M. Haradon, H. L. Burdick, P. L. Brown, Crist, E. B. Smith, C. W. Ware, DeBlois, H. S. Kavanaugh.

SECOND DAY—SATURDAY.

Half-mile promateur—Kluge, Ives, Rhodes, Stone, Rowe, Burnham, Hendee, Crocker.

Three-mile professional—Neilson, Woodside, Morgan, Frazier.

Two-mile amateur, open—Foster, Langdown, Hall, DeBlois, P. L. Brown, Crist, Ware, Kavanaugh.

Five-mile handicap, promateur—Kluge, Ives, Rhodes, Stone, Rowe, Burnham, Hendee, Crocker.

One-mile, three-minute class—Heath, Langdown, Haradon, D. C. Pierce, E. B. Smith, Huntington, Lee, Ware, Sheridan.

One-mile professional—Neilson, Woodside, Morgan, Frazier.

Three-mile record, promateur—Kluge, Ives, Rhodes, Stone, Burnham, Hendee, Crocker.

Five-mile amateur, open—Heath, Langdown, Sheridan, Hall, Pierce, Foster, Burdick, Brown, Crist, Smith, DeBlois, Ware, Kavanaugh.

THE VERMONT WHEEL CLUB'S RACE MEET.

The third annual tournament of this club was held at the Driving Park, at Brattleboro, Thursday, September 2d. A large crowd turned out to see the racing.

SUMMARY.

Three miles club championship—S. W. Kirkland, 11m. 4½s.; F. T. Reed, by a wheel; C. R. Crosby, o.

One mile novices—W. S. Sanderson, So. Amherst, 3m. 36s.; L. Lazelle, Hinsdale, 2d; A. E. Miller, Brattleboro, o.

One-half-mile L. A. W. State championship—S. W. Kirkland, 1m. 37s.; C. R. Crosby, second, by a half wheel; W. E. Hubbard, o.

Two miles handicap—E. B. Smith, Springfield, Mass. (scratch) 7m. 02s.; F. T. Reid, Brattleboro (scratch) second; C. R. Crosby, Brattleboro (scratch), o.

One-mile L. A. W. State championship—R. Andrews, Springfield, Vt., 3m. 05¼s.; W. E. Hubbard, Brattleboro, o.

Three miles lap race—E. B. Smith won the first four laps and the race; W. E. Hubbard, second. Time 10m. 59s.

One-mile open—R. Andrews, 3m. 03½s.; E. B. Smith, second; Frank Taft, o.

One-half-mile unicycle exhibition—F. T. Reid rode this distance in 2m. 27s.

One-mile consolation—E. H. Atherton, 3m. 36s.; A. E. Miller, second.

Our representative had the pleasure of meeting Col. Pope at Boston last week. He had just returned from his continental trip, and the good effects of his voyage were plainly visible in his ruddy countenance.

Percy Furnivall was beaten in a two-miles scratch race on August 24th. G. H. Wareham held him on the last lap and then beat him to the tape. The race was of the waiting order, the time being but 6m. 59s.

The Strickland & Pierce shoe, which we advertise in this issue, is a favorite with wheelmen, being light, strong and durable. These gentlemen have gained an enviable reputation as dealers in all sorts of shoes for out-door games.

Mr. J. S. Murray, whose repair shop on Sudbury st. is well known to Boston wheelmen, showed a representative of THE WHEEL through his place. One entire floor is devoted to repair work, and another is stocked with parts and sundries. Mr. Murray is Boston agent for Messrs. Gormully & Jeffery.

While in Boston last week we called on Messrs. Butman & Co., who have quite a large room on Court Street for showing off their many kinds of "wheels" both new and second-hand which they are offering at a very low figure for the balance of the season. They are genial gentlemen and intending purchasers may be sure of right treatment at their hands.

A grand moonlight parade on Sept. 16th, 9 p. m., forming at the junction of Bedford ave. and Bergen st., Brooklyn, will be held under the auspices of the Kings County Wheelmen. Fully 500 riders will participate and a beautiful appearance will be made by all the clubs of Brooklyn and large delegations of the New York and New Jersey clubs. An invitation is extended to all unattached riders.

THE HARTFORD RACES.

A BRILLIANT OPENING.

Last week was trotting week at Hartford. Thousands daily thronged Charter Oak Park to enthuse over neck-and-neck finishes between speedy nags, possibly to put their little pile on something they fancied. Every man, woman and boy in the town talked horse, and even yet there is a horsey tinge in the air. But this week the wheelmen have taken possession. A glance at the hotel register reveals a host of familiar wheeling names. Editors by the dozen; manufacturers by the score, racing men by the great gross; wheels, wheels everywhere; in front of that—drug store stands a stack; here is a club room with a couple of dozen grouped near the curb.

All the morning the sun had played at "Peek-a-boo," bright and smiling at one time, again hiding behind dense clouds. The spirits of every one interested in the tournament were high or low, depending on the appearance or disappearance of the King of Day; but toward noon, some good fairy swept away all the riff-raff, and left a blue cloudless sky. The temperature was warm and agreeable. At the Park, a strong wind blew across the track greatly interfering with the racers along the back stretch, and making them pump around the turn into the homestretch, in all about three-eighth miles.

The Park is situated about three miles from the city. The surroundings are most picturesque. Shortly after twelve the special trains began to unload their cargoes, and the people kept pouring through the gates till after two o'clock. The grand stand was filled with a really brilliant assemblage. The rails in front of the finish were deeply lined with men and boys; and along the inner rails were drawn up possibly a hundred vehicles, from the modest carry-all, completely packed with a jolly crowd, to the open barouche, with its chocolate colored coachman, attired *de rigueur*, and its single occupant.

The track was not in the best of condition, being quite smooth enough, but a little rocky. The racing was quite interesting, all the events filling well. The absence of "waiting" races was a pleasant feature; only once—in the tricycle race—was a vacation pace adopted, and the jeers of the crowd quickly ended the farce. Hendee's mile in 2m. 38 $\frac{3}{4}$ is worthy of especial mention.

THE EVENTS.

One mile amateur, 3.10 class—W. L. Prior, East Hartford, 1st; H. G. Hart, New Britain, by 2 yards; Wm. Harding, Hartford, Conn., by 15 yards; Chas. W. Ware, Marblehead, Mass., by 40 yards; E. B. Smith, Springfield, 0; C. D. Pierce, Brockton, 0. Times: 40 $\frac{1}{4}$; 1.24 $\frac{3}{4}$; 2.14; 2.53 $\frac{3}{4}$.

One-mile promateur, 2.40 class—F. F. Ives, Meriden; $\frac{1}{4}$, 54; $\frac{1}{2}$, 1.36 $\frac{1}{2}$; $\frac{3}{4}$, 2.29; 2m. 54; Horace Crocker, Newton; 2.54 $\frac{1}{4}$; Percy W. Stone, St. Louis, 0; Chas. P. Adams, Springfield, 0; C. E. Kluge, New York, 0. Kluge quickly took the lead, held it away around the circuit, rushed up the home stretch, but succumbed to Crocker and Ives, who had a sharp run for the tape. Ives' victory was very popular.

Three miles professional—A good field turned out for this. Frazier made the pace

most of the way, but fell away on the first lap. The men finished as follows: Fred Wood, Leicester, England, 8m. 59 $\frac{1}{2}$ s.; W. M. Woodside, 8m. 59 $\frac{3}{4}$ s.; R. Neilson, by two yards; John S. Prince, by 10 yards; Chas. F. Frazier, distanced. Times, 1 mile, 3.01; 2 miles, 6.06 $\frac{1}{2}$.

One-mile promateur, A. C. U. championship—Geo. M. Hendee, Rhodes and Adams turned out for this. A good deal of interest was taken in Rhodes, as he has been riding very fast lately. As a race it was a failure; but as a problem as to how far Hendee would leave Rhodes, it was quite interesting. Adams rushed into the lead and pedaled for life till the half, drawing Hendee after him. Having accomplished his purpose, he dropped back. The half was reached in 1m. 20s. Hendee then went on alone to the tape, and riding the last hundred yards rather weakly, finished in 2m. 38 $\frac{3}{4}$ s.; which beats the track record—made by Sanders Sellers—by $\frac{1}{4}$ second. Rhodes struggled on in the rear, and finished in 2m. 50 $\frac{1}{2}$ s.

Two-mile amateur handicap—This was a very interesting race and brought out a new man, Fred. Foster, of Canada. There were so many changes that they could scarcely be followed, the spectacle being that of a gradual bunching of the men, the falling to the rear of a few, and a sharp struggle to the tape. The men finished as follows: H. S. Hart, New Britain, Conn., (200 yds.) mile, 2.44; 5m. 41 $\frac{1}{4}$ s.; E. A. DeBlois, Hartford, (60 yds.) 5m. 41 $\frac{3}{4}$ s.; Fred Foster, Toronto, (15 yds.) close up; A. B. Rich, N. Y. City, (15 yds.) close up; W. E. Crist, Washington, (30 yds.) 0; E. B. Smith, Springfield, (200 yds.) 0; H. L. Burdock, Albany, (75 yds.) 0; Chas. D. Heath, Lee, Mass., (60 yds.) 0; P. S. Brown, Washington, D. C., (30 yds.) 0; Chas. W. Ware, Marblehead, Mass., (150 yds.) 0; W. H. Langdown, Christchurch, New Zealand, (15 yds.) 0. H. W. Gaskell, who was at scratch, did not start.

One-mile promateur tricycle—E. P. Burnham, Newton, 3m. 09 $\frac{1}{2}$ s.; F. F. Ives, Meriden, 3m. 10s.; C. E. Kluge, New York, A good race between Ives and Burnham.

Three-mile amateur open—Fred. Foster, Toronto, 3m. 15s.; 6m. 30s.; 9m. 15s.; A. B. Rich, New York, 9m. 15 $\frac{1}{4}$ s.; E. A. DeBlois, Hartford, 0; H. W. Gaskell, Boston, 0; W. E. Crist, Washington, 0; W. H. Langdown, 0; C. D. Heath, Lee, 0; Chas. Lee Meyers, New York, 0. Rich held the lead till near the tape. The last mile was a 2.45 clip.

Ten miles promateur—Only two men, Rhodes and Rowe, turned out for the race. Rowe played a cat and mouse game with Rhodes, Rowe, of course, starring as the cat. He won as many laps as he liked, generously giving Rhodes two out of ten; ran behind him, ahead of him, or with him, just as he pleased. The times were: 1, 2.58; 2, 5.57; 3, 9.02; 4, 12.11 $\frac{1}{2}$; 5, 15.16 $\frac{1}{2}$; 6, 18.26; 7, 21.37; 8, 24.43; 9, 27.53 $\frac{1}{4}$; 10, 30.57 $\frac{1}{2}$; Rhodes, 31.05.

One-mile team race—Hartford Wheel Club, 11 points; East Hartford Wheel Club, 10. The East Hartford Club was represented by Bidwell, Prior, and Horton; and the Hartford by DeBlois, Fahey and Chapman. DeBlois finished first, in 2m. 50 $\frac{1}{2}$ s.

SECOND DAY.—SEPT. 9TH.

The second day was no less successful than the first. To be sure there were not so many people present as on the opening day, but the 3,000 spectators made a healthy look-

ing crowd. An unfortunate incident was a heavy down-pour of rain, just after the eighth race, which converted the track into mud. It lasted about ten minutes, during which time the races were stopped. Perhaps the best run of the tournament, and probably the best and fastest handicap ever seen, was the one mile professional, which Fred Wood won 2m. 33s., the best mile ever made in competition, and the third fastest mile ever ridden. With the exception of the shower noted, the weather was all that could be desired for racing, hot and soggy, with the flag clinging tightly to its staff. The music as on the previous day was excellent, and when the final cheers were given after the consolation race, a thoroughly satisfied crowd wended their way to the trains, and were carried back to Hartford.

One mile amateur, Hartford Wheel Club—G. C. Dresser, (170 yds.) 2.41 $\frac{3}{4}$; E. A. DeBlois, (scratch) 2.42 $\frac{1}{2}$; Geo. C. Pratt, (170 yds.) 0; Wm. Harding, (50 yds.) 0; N. A. Norton, (200 yds.). The interest in the race centered in the doings of the scratch man. At the pistol fire he got quickly to work, and gradually overhauled the long markers. Although Dresser and Goodman turned into the home stretch far ahead of him, he pluckily and speedily struggled on and took second place. His times were .38 $\frac{1}{2}$, 1.20 $\frac{1}{4}$, 2.03 $\frac{3}{4}$, 2.42 $\frac{1}{2}$. De Blois is a veritable "coming man."

One mile promateur.—W. A. Rowe, 2.40; F. F. Ives, 2.41 $\frac{1}{4}$; P. W. Stone, by 3 yards; W. A. Rhodes, by 10 yards; C. E. Kluge, 0; Chas. P. Adams, 0; Adams led to the quarter in 40s., to the half in 1.21 $\frac{1}{4}$; Kluge then sprinted along and passed the three-quarters in 2.07 $\frac{1}{4}$, but fell away in the spurt for home. Rowe and Ives had but little difficulty in leaving the others, and Rowe was plainly Ives superior. The last quarter was ridden in 32 $\frac{1}{4}$ seconds, which has only once been surpassed, and that by Rowe himself in the ten mile lap race, in which he rode the last quarter in 31 $\frac{1}{4}$ s.

One mile professional handicap.—The contestants were: Fred. T. Merrill, Portland, O., 125 yds; W. J. Morgan, 110 yds; Chas. Frazier, 60 yds; R. A. Neilson, 25 yds; R. James, 25 yds; Wm. Woodside, 15 yds. and Fred. Wood, scratch. Wood shot out from the mark at the start, and working his long muscular legs like piston rods, he dashed around the curve and was soon alongside of Woodside, who had not been quick in getting away. Woodside then quickened up and the two went after the other men as if their lives depended on their efforts. James quickly succumbed and fell to the rear. Now the black form of Wood is seen to shoot along passing Frazier, who is evidently done. Neilson and Morgan turn into the stretch some distance ahead, and it looks as if the \$100 prize will not go across the water; but the son of Albion comes on at a terrific speed, with Woodside and Neilson in close attendance. Seventy yards from home he is in front and he slacks perceptibly; but a surge of applause from the grand stand warns him not to desist, for Woodside puts on effort after effort, and comes dangerously near Wood. But the greatest surprise of all is furnished by Neilson, who makes one last almost superhuman effort and shoots into second place, just between Wood and "Woody." Woods times are as follows:

THE WHEEL.

TIMES.

$\frac{1}{4}$, 39 $\frac{1}{4}$
 $\frac{1}{2}$, 1.18
 $\frac{3}{4}$, 1.57
 1, 2.33

QUARTERS.

39 $\frac{1}{4}$
 38 $\frac{1}{4}$
 39
 36

Neilson finished in 2m. 33 $\frac{1}{2}$ s; Woodside, 3d; Morgan, o; James, o; Merrill, o.

Three miles promateur tricycle—E. P. Burnham, 1st; F. F. Ives, 2d. Burnham led at the mile in 3.11, and again at two miles in 6.10, Ives second by a foot. In the quarter mile spurt for home, Burnham sustained his pace longer than Ives and won in 9.30 $\frac{1}{2}$; Ives, 9.31.

One mile amateur bicycle.—A good field turned out for this race, and it would have been one of the best races of the day, but for an accident at the start. The starters were P. S. Brown, A. B. Rich, H. W. Gaskell, W. E. Crist, Fred. Foster, Chas. L. Meyers and Chas. D. Heath. About two hundred yards from the start one of the men went over his handle-bars, and Crist who was just behind, in his wild attempts to steer clear of the wreck upset three others. None of the men were hurt, and after the momentary excitement, Heath was discovered in the lead, with Rich just at his hind wheel; Gaskell some fifty yards behind, and Meyers far in the rear. Rich easily beat Heath up the homestretch and won in 2.46 $\frac{1}{2}$. Gaskell overhauled Heath step by step, and just beat him on the tape in 2.48.

Five miles professional lap race—Wm. M. Woodside, 23 points; R. A. Neilson 17 points; W. J. Morgan, 15 points; Chas. Frazier out at 3 miles; Fred. Wood out at 3 miles. Woodside led at the mile in 2.51 1-5; Neilson second and F. Wood third. Wood took the second mile in 5.49 $\frac{3}{4}$, after a sharp brush with Woodside and Neilson. The third mile fell to Morgan in 9.07 $\frac{1}{4}$, Woodside second and Wood third. Wood dropped out after passing this point, as his stomach troubled him. Frazier also veered for his tent. Woodside took the fourth mile in 12.27, and the fifth in 15.59; Neilson by a few lengths.

Two-mile amateur tandem tricycle—W. E. Crist and P. S. Brown, Washington, D. C., 3m.; 5m. 58 $\frac{1}{2}$ s.; H. E. Bidwell and F. C. Jackson, East Hartford, 6m. 22s. The last two were on a road machine, and lost, and kept losing all the way.

Just at this point the shower ushers itself in with *eclat*, and the track and fences were quickly vacated. It caused much disappointment, as it had been announced that Rowe was to ride a fast mile to secure a gold medal, offered by the club to the man making the fastest mile of the day.

Fives miles promateur bicycle—George M. Hendee, 2.59 $\frac{1}{2}$; 6.11 $\frac{1}{2}$; 9.31 $\frac{3}{4}$; 12.55; 16m.09 $\frac{1}{2}$ s; W. A. Rhodes, 16m.10 $\frac{1}{2}$ s.; E. P. Burnham, by 500 yards; C. E. Kluge, o; P. W. Stone, o. Hendee darted away at the start, and opened a big gap between Rhodes and himself. He was evidently bent on making a fast mile, but the muddy condition of the track told against him, and he slowed down, being joined by Rhodes at the mile. The two kept together all the rest of the way, till a hundred yards from home, when Hendee made his effort and won easily.

Five miles State championship—H. S. Hart, New Britain, 17m. 08s.; E. A. De Blois, Hartford, 17m. 08 $\frac{1}{4}$ s; Wm. Harding, Hartford, by a length; W. L. Prior, Hartford, o. This race provoked the greatest enthusiasm of the day. The race

was conceded to lay between the two Hartford men, DeBlois and Harding, and these men led alternately till near the finish, when to the surprise of all, Hart, of New Britain, made a gallant effort, and rode his wheel first over the tape. As a large part of the town of New Britain were present, it may be supposed they made a demonstration which was a demonstration. Hart was carried about on the shoulders of a score of his townsmen, amid a perfect howl.

N. B.—The town of New Britain was lurid on Thursday night.

One-mile consolation—Langdon, 3.04; Heath, 2d; Lee, o; Pierce, o; Smith, o.

Thus ended the Hartford races, and after two days of turmoil the inhabitants lapsed into their normal state of quiet respectability. The trains going north carried a host of Boston and Springfield pressmen and managers and their racing men, bound for Springfield. The trains south bore homeward a multitude who had come from the neighboring towns; New Britain, Meriden, etc.

We have delayed our paper a day this week, in order to give a report of the Hartford meet before it becomes ancient history. We already feel we are forgiven.

We recently visited the ware-rooms of Mr. John Harriott, of Boston, designer and manufacturer of medals, badges, etc. Mr. Harriott has gained an enviable reputation for turning out fine work. He has made the medals for the League races, held last May; the medals for the Corey Hill contest, and for the fifty-mile road races of the Boston Club.

A WEEK IN WISCONSIN.

finding it was after dinner time, and that town seeming to be ever further away, I made a piteous appeal for milk to an old German farmer engaged in churning in the shade. With pity on his features for any one not preferring buttermilk to sweet milk and after asking me to wait until after the churning was done, he brought out a bowl of the white beverage, which left me feeling less discouraged. Waterford soon hove in sight, and I dined at the Fox River House. The most that can be said in its favor is that it was cheap. The two miles from there to Rochester were only rideable, and from Rochester to Burlington, wet and heavy. From there to Lyons, five miles, I enjoyed the only good wheeling of the day, the roads being hard and firm, though with frequent puddles of water. From Lyons to Lake Geneva I took the "Brickyard" road, and found it simply horrible. A kind-hearted milkman again revived me with a bottle of milk, and after striking the outskirts of Lake Geneva, the roads rapidly improved. Had made forty-two miles in the day, and was glad to dismount at the Whiting House, situated directly on the Lake shore, and well kept in every way. I found three Chicago wheelmen there, detained by the night's rain, and, to judge from one of their number being loth to depart the following morning, they evidently had a pleasant time of it. I was strongly tempted to stay there the remainder of my vacation, as it is a beautiful lake, and the town looked very attractive; elegant residences and fine hotels surround the lake, all easily reached by boat or steamer, and the road, as far as I tried it in

both directions, was smooth and good. At 1.40 P.M., August 6th, I made up my mind to try for Racine, and started for Burlington, but by a new route, through the lower part of Springfield, and then east to Lyons. This road is much better than the "Brick-yard" one, and thirteen miles were easily made in one hour and forty minutes. Was directed on the poorest road at Burlington, and struggled over the roughest stretch it has ever been my ill-luck to encounter, till nearly six o'clock, when I found a little better road leading down three miles to Union Grove, and I immediately turned into it. That place was soon reached, and I found that the better road lay further south, and, of course, I had missed it. Well, Racine was only sixteen miles away, and the roads were said to be better; the hotel (Commercial House) was quite good; the town looked neat and quiet, and I felt well satisfied with the afternoon's work—twenty-eight miles. A number of pretty girls, musically inclined, were rehearsing for an entertainment to be given the following evening, and the evening passed away pleasantly.

August 7th.—I leave at 8 A. M., and find the roads improve towards Racine. That pretty city is reached at 10.30—sixteen miles—and making no stop, I push through the town, seeing but one wheelman, and hoping to strike a hotel at noon or near that time. But the roads grow rough again, and soon after 12, I am constrained to pull up at a farm house, and ask if they can furnish me a dinner. They are German farmers and live very plainly, but bring out plenty of bread and milk, currants, etc., and will accept of no pay, showing that they understand what true hospitality is. Their conduct and that of a farmer's wife who yesterday stayed up my sinking heart and clamorous stomach with a bowl of milk and plate of cookies, is in refreshing contrast with some New England farmers I have met before now.

From this farm house to Oak Creek the roads improve, and from there to Milwaukee, are very good. In the city the wooden paving is much worn and anything but smooth riding. At 3.30 P. M. I was located at the Windsor, had bathed, dressed, etc., and was prepared to see the city. I called on Chief Consul Hathaway, but found he had just gone away for over Sunday. After supper, I discovered that forty-one miles' hard riding didn't leave a man feeling disposed to take in a town very extensively, and

(To be Continued.)

COMING ROAD RACES.

September bids fair to be a great month for performances upon the track as well as upon the road. On the 13th Huntly of the Nonantum club will attempt to break McCurdy's 24-hour record. He will ride a 54-in. Rudge. On the same day H. D. Corey of the Massachusetts and club A. Kennedy-Childe of the Ripley road club of London, will try to lower the record of 202 miles made by Huntly and Corey a few days ago. The course will comprise a stretch of 12 $\frac{1}{2}$ miles through the best parts of Newton, West Newton, Walton and Auburndale. The pair will ride a Rudge Humber tandem and expect to cover 240 miles, while Huntley expects to cover a round 300. As the American Cyclists' Union will regard the attempt as a private trial, riders can make pace without fear of disturbing their status.



The Park Board seems likely to have plenty of petitions submitted to them. The cyclists are out with one for the free use of all the park roads, while the horseman, who have this privilege already, are circulating another one to have the roadways widened, and to construct a perfectly straight drive from 59th to 110th Street, following the 8th Avenue park wall. Cyclists should sign both of these petitions, and an effort should be made to have at least a twenty foot roadway set apart for cycling, and kept solely for such purpose, in connection with any new driveways made in the park. There was once a King of England, whose name has long since been forgotten, but who will live forever in a saying of his which is as truthful as poetic. Being asked if perfect equality of man could ever exist, he replied that it could not only on the Turf, and under it. The modern Englishman probably remembers this, and hence we have his partiality to grass racing tracks. We Americans however went this King one better, and declared all men to be born free, independant and equal, wherefore perhaps our lack of appreciation of that English fancy for grass tracks in cycling races.

Central Park is an unending theme for the pen of the cycling scribe when looking for something to make copy with, or to find fault with. Now this same C. P. sets itself up as a kind of a philanthropic concern, whose sole desire is to make it a recreation ground in fact, as well as in name. To this end they set apart localities for base ball and lacrosse, skating, croquet, tennis, foot ball &c. &c. When cyclists appealed to them for their *rights* upon the public roadways, asking no *special* ground or attendance for their comfort and convenience, they naturally expected that this would be granted them at once. Such was not the policy of the Lord High Commissioners though, their philanthropy included only the foregoing category and stopped short at cycling. Finally under pressure, they granted their present system of idiotic admissions to cyclists, and forced them to wear a badge similar to a dog license, which was granted upon payment of 75ct. and extended to the wheelmen the right to enter and depart at certain limited lines upon portions of the roads of exceedingly limited area. Just here let me note a few facts anent this same badge and license attached to it. There is a colored gentleman of large proportions in this fence somewhere.

These badges cost wheelmen, or did cost, 75cts. and I am positive that their intrinsic value or cost of manufacture, can not at the highest cover 25ct. What I want to know is, who makes this profit? It's a question often asked, and not answered, other than by a wink on the part of the knowing ones. The query is, why should *wheelmen* be the *only* people of all the multitude who go to Central Park who have to pay for that privilege? None of the others who have special care and attention at an expense and cost to the Park

pay, why therefore should wheelmen be taxed for demanding their rights? Compare the action of our Park Commissioners with those in foreign countries, always remembering that we Americans are *free* you know, while *foreigners* are ruled by *despots*, and all that sort of thing. In the Bois de Boulogne in Paris the municipal authorities give the Paris Athletic Club a track for cycling, even allowing them to *enclose* it and *charge admissions*, on certain occasions. The Botanical Gardens, Manchester England, has a regular track in it for racing for the free use of cyclists. At Clifton near Bristol, the Zoological Gardens even cause the foot paths to be vacated on special days for cycling use and racing, as well as allowing them to charge admission. In Phoenix Park, Dublin, Ireland, the scene of the assassination of Lord Cavendish by fenians, wheelmen are allowed full and complete use of the Park at all times; in fact it was two of these discovered the body of Cavendish. The Irish Championships are raced for in its precincts, and the roads kept clear for the riders during the race. This gentlemen, is in Ireland: *downtrodden* Ireland too, for whose help hundreds of thousand of dollars leave our shores to *free*. From a cycling standpoint, freedom seems nearer there than here; At Nuremberg Germany, the Emperor William has ordered tracks to be constructed for the free use of cyclists in the Imperial Parks. But why continue? You all know the injustice put upon you, by a set of truckling, pot-house politicians, who, cringing to an element of equine, or rather asinine, aristocracy, treat you like children, not men, knowing full well that you will not bring them to an accounting. *Petition* for your *rights*! Is that American? *Demand* them! Better that the Treasury of the N. Y. State Division, had not more than a dollar in it, if emptied for such a cause, than that it should have ten thousand, and sit idly by and see such injustice done.

Charleston S. C. has been almost destroyed by an Earthquake. Well nothing short of one could wake a town up, which is so far behind the times as to pass an ordinance forbidding cycling upon the city thoroughfares.

Mr. Oscar Lee Moses, the Secretary of the Ixions, is recovering from a severe, and what threatened to be a fatal attack of typhus.

Electric timing was successfully accomplished at the recent races of the Cleveland Club. The method employed was both simple and accurate. The starter's pistol was fixed at a small disk, which started the watches, while the timing of the finish was accomplished by the rider himself. The finish line was a tape stretched flat upon the ground. As soon as the contestants started on the last lap, two wires in the tape were electrically charged, and the passage across the winning machine broke a circuit and thus stopped the watches. Five other stop-watches were used in the manner usually employed, and proved the accuracy of the electric system of timing.

Skating rinks are not entirely without their good effects, though the only one I can

attribute to them that I am positive about, is the abolishment of medal giving. Since skating rinks have flooded the country with cheap medals, and every office boy and "chipper" sport from one to a dozen on all occasions, promoters of cycling race meets have adopted the more sensible method of awarding prizes of a more useful or artistic nature. As an example of the bad form resulting from medals falling into improper hands, proving a discredit to the giver and wearer, I will mention an incident that transpired last winter. I was invited to a very select cycling reception, where every one in the room was in evening dress. The sight of those thus assembled was a thing to make a wheelman proud of his associates, had not the affair been spoiled by the lack of taste in its "champion." Upon the front of his evening vest glittered a medal the size of a saucer, upon which appeared the words "club champion," in letters a quarter of an inch high. His club mates were thus disgraced by their "champion," who was entitled to that term, simply through a badge won in their annual road race, and which became in his case, a mark of his strength of limb and abundance of wind, which qualifications it was evident were purchased at the expense of the contents of his head. To such "cads" as the above, and to skating rinks, are we thankful for the abolishment of the medal as a prize.

THE OWL.

RACING AT LOCKPORT, N. Y.

The tournament of the Lockport N. Y. Wheelmen, held at the fair grounds Aug 26, was a success. The events resulted as follows:

One mile open, best two in three—W. S. Campbell, Niagara Falls, won the first heat in 5m. 59½s. Gamble, Batavia, 2nd. Campbell also won the second heat in 3m. 21s. Gamble 2nd.

One mile novice, Niagara County—Arthur Montgomery, Lockport, 1st, in 3m. 13s.; H. D. Kittenger, 2nd.

One mile club championship—A. Montgomery, 1st, in 3m. 14½s.; H. D. Kittenger 2nd.

Half-mile, boys, 16 or under—L. C. Allen 1st, in 1m. 32¾s.; F. A. Kittenger 2d.

100 yds. slow race—Neil Campbell, Niagara Falls, won in 3m. 4s.; C. J. Connelly, Rochester, next.

Three miles open—Gamble, Batavia, 1st, in 9m. 45½s.; Milly, Buffalo, 2d.

Half-mile, ride and run, four dismounts—W. B. Metzger, Lockport, 1st, in 2m. 19s.; Connelly, Rochester, 2d.

One mile, Safety, wheels 44in and under—W. S. Campbell, Niagara Falls, 1st, in 3m. 32¼s.

Half-mile hands off—Gamble, 1st, in 1 m. 41½s Connelly 2d.

One mile, unicycle, open—Campbell, Niagara Falls, 1st, in 4m. 30s.

One mile, tandem tricycle—Campbell, Niagara Falls, 1st, in 3m. 49s.

One mile, club, luck race—Ten pieces of paper were marked with figures indicating times between four and six minutes. After the start one of the papers was drawn from a hat which proved to be marked 5m. 40s. Fred Helmer came in last and won the race in 5m. 10s.

THE MEET AT BUFFALO.

Buffalo has just had another cycling cyclone, the occasion being the New York State Division's Fourth Annual Meet, and the L. A. W. Board of Officers' Meet, which were held last Friday and Saturday, September 3rd and 4th.

The meeting of the L. A. W. Board was held Friday morning in Parlor A of the Genesee Hotel, President Beckwith in the chair. The following gentlemen were present: President N. M. Beckwith, New York; W. T. Williams, Yantic, Conn.; W. I. Harris, Boston; Dr. C. S. Butler, Buffalo; C. H. Luscomb, Brooklyn; George Jones, Binghamton; George Dobson, Buffalo; Dr. W. G. McCullough, Trenton; W. S. Bull, Buffalo; A. B. Irving, Rushville, Ind.; R. Thompson, Rochester; C. B. Holly, Phillipsburg, Pa. A great deal of time was taken up in discussing the constitution and by-laws, and a number of changes were made.

THE STATE DIVISION MEET.

In the evening, the State Division meet was held, Chief-Consul Bidwell in the chair. There were about sixty members present. The Secretary-Treasurer, Mr. E. K. Austin, read his annual report. The receipts for the year were \$1682.03, and the expenses \$469.30, leaving a balance of \$1212.73. The Division membership totals 1590 members, being an increase of 570 over last year.

An auditing committee consisting of Messrs. Daniels and Vesey was appointed. The elections resulted in the selection of Messrs. Bidwell and Austin to again serve in their respective offices.

At the conclusion of the meeting at large, the officers went into executive session, and discussed the changes in the Constitution and By-Laws, recommended by a committee appointed last June. With but a few changes, the Constitution and By-Laws recommended by the committee were adopted as follows:

Article I.—Pursuant to the provisions of Article IV, of the constitution of the League of American Wheelmen, the New York division is hereby organized.

It shall consist of all members of the league residing within the state of New York.

Article II.—The objects of the organization are: To promote acquaintance, to secure more fully to the wheelmen of the state the benefits of the League, and to render more effectual the work of the L. A. W.

Article III.—The officers shall be a chief consul, vice-consul, secretary-treasurer and the representatives from the state to the L. A. W.

These shall form the state board of officers with general authority to transact all business and direct the affairs of the division. In this board shall be vested the power to make such by-laws, rules and regulations, not inconsistent with this constitution and the constitution of the L. A. W., as may be necessary for the government of the division and of this Board.

Article IV.—There shall be three meetings of the State Board held in each year; one in the spring, one within one month after the annual meeting of the the L. A. W. and one at the annual meeting of the division.

There shall be an annual meeting of the division held in the autumn, the date and place of which shall be determined by the State Board at its Spring meeting.

Article V.—At meetings of the division, thirty-five (35) members actually present shall constitute a quorum.

At meetings of the Board of Officers, eight (8) members shall constitute a quorum.

Article VI.—For the purpose of electing representatives to the L. A. W., the state shall be divided into districts, each district to be entitled to one representative for each fifty (50) resident members.

In case the state should be entitled to more representatives than are returned from the districts, the Chief Consul shall recommend to the President for appointment Representatives at large to complete the number.

Article VII.—This constitution may be amended, either by a two-thirds vote of members present personally or by proxy, at the annual meeting of the division, or by a majority of the ballots cast, upon a mail vote, providing, however, that thirty days' previous notice of the proposed amendments shall be given by publication in the League organ by mail to each member of the division, before action can be had thereon.

THE SECOND DAY.

The events of the second day of the meet were the parade in the morning, the tournament in the afternoon, and the reception in the evening. The parade formed at 9 A. M. and a start was effected a half hour later with Chief Consul, George R. Bidwell in command. George Dakin of Buffalo acted as adjutant, and the commander's staff consisted of G. E. Blackham, Dunkirk; N. M. Beckwith, New York; W. I. Harris, Boston; Charles H. Luscomb, Brooklyn; W. S. Bull, T. E. Drullard, Buffalo; C. K. Alley, New York; E. M. Aaron, Philadelphia; E. K. Austin, Brooklyn; and J. A. Wells, Philadelphia. J. B. Milley and C. W. Adams were the pacemakers. Many tasteful decorations were displayed along Franklin, Allen, North, Utica and Summer streets, and Delaware, Porter, Richmond and Linwood avenues, the parade disbanded at Olympic Park, where the riders dismounted and were photographed by G. A. Dressel. Between 200 and 300 wheelmen were in line.

THE TOURNAMENT.

A very large crowd assembled at the Driving Park to witness the races, which were started at three o'clock. The grand stand presented a brilliant appearance, a number of ladies being present. Music was furnished by Kuhn's band. The referee was Dr. Beckwith; Chief Consul Bidwell of New York, John A. Wells of Philadelphia, and A. B. Irwin, of Rushville, Ind., acted as judges. J. H. Adington and W. S. Bull handled the watches and C. F. Hotchkiss let off the pistol.

One mile open—H. P. Davies, Toronto, 2m. 48s.; S. P. Hollingsworth, Rushville, Ind., 2m. 48 1-5s.; E. H. Gamble, Batavia, close up; E. P. Cochrane, Le Roy, close up; W. S. Campbell, Niagara Falls, o; Albert Schirck, Rochester, o.

Three miles handicap—H. P. Davies, (scratch) 8m. 58 1-4s.; P. J. Dukelow, Rochester, (150 yds.) 8m. 58 1-2s.; A. M. Montgomery, Lockport, (200 yds.) 3rd; E. H. Gamble, (50 yds.) o; S. P. Hollingsworth, (50 yds.) o.

Half-mile N. Y. State Championship—H. S. Kavanagh, Cohoes, 1m. 20 3-4s.; C. A. Glanz, Buffalo, 1m. 21s.; A. Schirck, o; C. J. Connolly, Rochester, o.

One mile unicycle exhibition by W. F. Barker, who rode the distance in 3m. 37 1-2s.

One mile club championship—C. A. Glanz, 2m. 55 1-4s.; John B. Milley, 2m. 55 3-4s.; Thomas Russell, 3rd.

Two miles N. Y. State Championship—H. S. Kavanagh, 6m. 2s.; W. S. Campbell, close up; E. P. Cochrane, 3rd, by a long ways.

One mile 3.10 class—Montgomery, 3m. 8 3-4s.; Dukelow, 3m. 8 7-8s.; Milley, 3rd; Kittinger, o; Schirck, o; Hoddick, o.

Five miles L. A. W. championship—S. P. Hollingsworth, 15m. 26s.; H. S. Kavanagh, by several lengths; W. S. Campbell, third; P. J. Dukelow, o. Kavanagh led for four miles in the following times: 3.01—5.58—9.12 1-2—12.36. He led till near the tape, when Hollingsworth beat him time.

One mile tricycle N. Y. State Championship—Schaarf, 4m. 15s.; Campbell, 4m. 16s.

One mile consolation—E. P. Cochran, 3m. 5s.; C. J. Connolly, second.

FIXTURES.

SEPT. 10-11.—Berkshire Co. Wheelmen's tournament at Pittsfield, Mass.

SEPT. 11.—Race meet of Harlem Wheelmen at Manhattan Athletic Club Grounds, N. Y. City.

SEPT. 13.—Road Race of Ilderan Bicycle Club at Brooklyn.

SEPT. 14, 15, 16, 17.—Springfield Tournament.

SEPT. 15.—Race Meet of Capital City Wheelmen, at Agricultural Park, Sacramento, Cal.

SEPT. 18.—Race meet of Associated Clubs at Pittsburg, Pennsylvania.

SEPT. 18.—Fall Meet of Kings County Wheelmen.

SEPT. 21, 22, 23.—Races at Junction City, Kansas.

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

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

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

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R	DGE RACERS.	Attention Racing Men.
1	53 Rudge Racer, used twice, - -	\$90.00
1	54 " " three times, - -	90.00
1	55 " " never ridden, - -	90.00
1	57 " " " " " " " " " " " "	90.00

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FOR SALE—54-inch Expert, Columbia pattern, 1885, full nicked, ball bearings, in good order. Also King of Road Lantern, bundle carrier and L. A. W. badge with genuine sapphire. Machine \$85. Sundries at a bargain. Can be seen at 218 Washington St., New York City.

E. J. WESSELS.

ORANGE WANDERERS' RACE MEETING.

The Orange Wanderers held their first annual race meeting at the new three-lap track at Roseville, last Saturday. The day was, on the whole, fine, though the sky was overcast most of the time. The races were well contested and good time was made, but a strong wind up the backstretch and the incomplete condition of the track prevented any record breaking. The attendance was probably about 1200.

Three-mile championship of New Jersey—First Prize, Solid Silver Cup—J. B. Pearson, Vineland Bi. Club, E. P. Baird, Orange Wanderers, and C. E. Stenken, Hudson Co. Wheelmen, appeared for this race. At the sound of the pistol, Baird jumped into the lead, closely followed by Stenken; Pearson close up. This order was retained for eight laps, when Pearson spurted into the lead, which he held to the finish, winning in 9.07 1-5; Baird second, Stenken third.

One-mile novices—The novices were so numerous they had to be divided into two heats; first and second in each heat in final. D. J. Holbrook, Yonkers B. C., E. R. Lamson, Montclair Wheelmen, H. H. Wells, Orange Wanderers, and E. M. Smith, Hudson Co. Wheelmen, rode in the first heat. Lamson took the lead at the start, followed by Holbrook, Smith, and Wells. Smith took the lead on the second lap, Lamson dropping back to second. This order was maintained to the finish. Time, 3.14 2-5. The second heat was contested by C. Henning, Orange Wanderers, H. Walcott, F. P. Jewett, another Wanderer, and B. A. Quin, Harlem Wheelmen. Henning took the lead on the first lap, Walcott, Quin, and Jewett, following. The men finished in the same order. Quin made a good fight for second place but missed it by a length. The final heat was won by Smith, with Henning second. Time, 3.09.

One-mile H. Co. W. championship—C. E. Stenken took the lead on the first lap and won as he pleased, in 3.12 1-5. He rode a Star.

One-third mile dash—P. Brown, Capital City B. C., W. C. Herring, Ixion B. C., and A. B. Rich, Staten Island Athletic Club, faced the starter for this race. Brown took the lead at the start, Rich second. When two-thirds of the lap had been covered, Rich's pedals began to move faster, and although Brown made a good fight, Rich arrived at the finish two lengths ahead; Herring distanced. Time, .56 2-5.

Two-mile tandem tricycle—Two teams started in this race; S. M. Gideon and A. J. Powell, Germantown C. C., and A. B. Rich, S. I. A. C., and Eugene Valentine, K. C. W. Rich and Valentine lead for the first mile, but on the fourth lap the other team spurted ahead and finally won by two open lengths, in 6.35 4-5.

Five-mile scratch race—The starters in this race were: E. Valentine, K. C. W., E. P. Baird, O. W., E. C. Parker, H. W., J. B. Pearson, V. B. C., C. R. Hoag, Newark, N. J., W. E. Crist, C. C. B. C., W. C. Herring, I. B. C., and A. B. Rich, S. I. A. C. Baird, as usual, jumped to the front, followed by Crist, Rich, Hoag and Pearson, the others close up. On the fourth lap Valentine and Parker withdrew. At the end of the second, third and fourth miles the order still stood,

Baird, Crist, Rich, Hoag, Pearson. The fifth mile was a series of changes, now Pearson and then Hoag dashing to the front, only to give place to Baird, who in turn fell before Crist at the beginning of the last lap. On the backstretch of the last lap, Rich left the third place, which he had retained all along, and passing Baird, drew up even with Crist. The latter responded gamely, and the two dashed down the homestretch, neck and neck. Up to ten yards of the tape the result was in doubt, but Rich had just enough reserve force to carry him across the line, winning by a yard. Time, 15.26 3-5.

One-mile O. W. club race—A. E. Cowdrey and H. H. Wells turned up for this race. Cowdrey had evidently entered only to make a race, as he did not even remove his high collar. Wells took the lead on the first lap and won as he pleased in 3.34 1-5.

One-mile dash—Starters: P. Brown, C. C. B. C., E. I. Halsted, H. W., and A. B. Rich, S. I. A. C. Halstead lead on the first lap, Rich and Brown fought for the whole lap, leaving Halstead rapidly, Rich winning in 3.10 1-5.

One-third-mile Boys' race—This was hotly contested, thirteen year old Wallace Willett, of East Orange winning by a length in 1.10 3-5.

Three-mile lap.—Out of ten entries the following came to the scratch: M. J. Bailey, Germantown C. C., A. B. Rich, S. I. A. C., E. P. Baird, O. W., W. E. Crist, C. C. B. C., C. R. Hoag, Newark, N. J., Eugene Valentine, K. C. W., and Philip Brown, C. C. B. C. Rich, first; Hoag, second. Baird ran into Rich's back wheel on the first turn and was thrown. Time, 9.18 1-5. Rich had 58 points, and Hoag 49. Baird had 32 when he fell.

One-mile consolation—Parker, Bailey, Herring, Quin, and Valentine, wanted to be consoled, Valentine won with Parker second. Time, 3.08 2-5.

The officers were as follows: Referee, W. B. Curtis; timers, P. M. Harris, J. W. Smith, W. T. Baird; judges, Dr. E. W. Johnson, L. H. Porter, Elliott Mason; starter, W. A. Belcher; clerk of course, H. C. Douglass; umpires, H. B. Thomas, C. R. Zacharias; scorers, F. B. Hallett, W. L. Booth.

PEDALIQUE.

CALIFORNIA DIVISION L. A. W. ANNUAL MEET AND RACES.—San Francisco, September 9, 1886, Bay District track, beginning at 12 M. List and order of events: One mile, novice; three mile, national championship; five mile, handicap; one mile, state championship; two mile, handicap; one mile consolation; entry fee to the national championship, one dollar; to the other events, fifty cents: all events open except the championship, to which only L. A. W. members are eligible. Contestants will be designated by colors instead of numbers, and are requested to select and specify their colors at time of entering their names. Gold and silver medals will be awarded to first and second, respectively, in each event where there are three or more contestants; if less than three, gold medal only to first. Entries close with Fred Russ Cook, Chairman of the Division Racing Board, 415 Market street, San Francisco, Thursday, September 2d.

G. E. WEBER.

Editor "THE WHEEL," Dear Sir: At a meeting of wheelmen attending the races of the Cleveland Bi. Club, Mr. Chas E. Titchener of Binghamton N. Y. was elected Chairman and Mr. Geo. S. Atwater of Massillon, Ohio., secretary, and the enclosed resolutions were drawn up.

Please publish them in your next issue and oblige.

Yours Fraternally

Geo S. Atwater, Sect'y

Whereas, it has pleased the Almighty to remove from our midst our fellow wheelman and mutual friend, George E. Weber, therefore be it

Resolved, that we, the racing men and wheelmen here assembled at the races of the Cleveland Bicycle Club, August 26, 27 and 28, deeply feel the great loss we have sustained by his sudden demise, and be it further

Resolved, that we extend to the bereaved family and friends our heartfelt sympathy in this their hour of affliction, and be it further

Resolved that a copy of these resolutions be sent to the daily and bicycle papers and to the family of the deceased.

C. E. Titchener, Binghamton; G. S. Atwater, Massillon; A. B. Rich, New York; George Collister, Cleveland, O.; W. E. Crist, Washington; J. R. Rheubottom, Weedsport, N. Y.; Phil S. Brown, Washington, D. C.; W. S. Upson, Cleveland; George H. Terry, Batavia, N. Y.; H. E. Bidwell, East Hartford, Ct.; C. Smith, Indianapolis, Ind.; H. S. Kavanaugh, Cohoes, N. Y.; W. E. Caldwell, Cleveland; W. P. Sargent, Cleveland; Henry Goodman, Hartford, Ct.; A. A. Hart, St. Louis; W. H. Wylie, St. Louis; S. P. Hollingsworth, Russiaville, Ind; C. M. Brown, New Castle, Pa.; W. R. Field, Greenville, Pa.; Taylor Boggis, Cleveland; F. P. Root, Cleveland; W. C. Herring, New York; K. A. Pardee, Akron, O.; F. E. Ranney, Akron, O.

A GOOD SUGGESTION.

STOCKPORT, N. Y., August 31st, 1886

Editor WHEEL:—Having heard non-wheelmen laugh at the idea of a wheelman riding from New York to Albany in twenty-four hours, I wish it could be tried by some of our strong road riders.

The distance according to "Long Island Road Book" is 152½ miles from 59th st. and 5th avenue, New York, to Albany, on East side of river—see Routes 18¹ and 18². I understand a man drove from Troy to New York in a day, once, but the horse was made totally blind from the over-exertion. I believe the old stage coaches took forty-eight hours. Hoping to hear something from our "scorchers"

I remain, yours truly,

ORNH QBA.

PHILADELPHIA, Sept. 5th, 1886.—Montgomery Lightfoot, a Germantown boy, had a running fight with a bulldog on Saturday, while riding his bicycle on the Bethlehem pike. The dog attacked the rider and made several vain attempts to get a grip on his legs. By dexterous riding young Lightfoot avoided this danger for a couple of hundred yards. Then the dog made a dive at the big wheel and Lightfoot took a header. Some men quickly came to his rescue and beat off the dog, when it was found that the boy had dislocated his wrist and was badly bruised about the body.—Herald.

ODDS AND ENDS.

A BITTER PILL.—The Western cyclists are always blowing their own horn. They are always sounding their own praises as racing men, road riders and hill climbers, and then, when they meet our boys of the East in competition, they get left far in the rear every time. The West may be in front some day, but it hasn't come yet.—*Boston Herald*.

Let us see. A Western man the second wheelman up Corey Hill. Three Westerners are the only riders who have dared to coast Mt. Washington on ordinaries. A Western man won the Big Four Century against all the Eastern cracks, and the writer of the above "went broke" against him. A Western man was the only one who rode the entire distance on the Big Four tour, rain or no rain, mud or no mud. A Western club introduced electric timing. A Western man, at the head of the touring and transportation departments, has done the most practical work of the League. A Western man would have been President of the League to-day had he not withdrawn from the race. A Western paper ran the most successful and best arranged road race in the country. A Western Division inaugurates the campaign for better roads. The biggest and best tours of the country have been arranged and carried out by Western men. It is true we do not run as big tournaments, or as big rows, as the East; but we do our proportionate share of the work. We know the writer's style. He is one of those who talk of the "rowdy West," and thinks buffalos roam the streets of St. Louis and Chicago. From the general tone of his writing, we think it would benefit him to take a trip west and enlarge his ideas. Bos-

ton is good enough in its way, but it is not the earth.—*American Wheelman*.

No—but it is the hub, and all the rest of the earth is a mere agglomerate web of spokes and felloes, and some of them *poor fellows* at that.

Dan. G. Kirshbaum, of Burlington, Iowa, writes: I have just returned from the Iowa Division Tour from Des Moines to Spring Lake, a distance of 211 miles, and can say that the Rudge Light Roadster stands the racket as well, if not better, than the heavier machines. I have had my wheel nearly a year, and have not paid out a cent for repairs.—*Adv.*

THE WHEEL has a leader analyzing our "Six Best" competition, and pointing out various discrepancies. It considers Webber the finest rider of the present day. He is now preventing us from getting out the paper, and we aren't going to pander to his vanity by showing him the article.—*Wheeling*.

The following from *Wheeling* will explain why we have been laughing in our sleeve at the long list of Englishmen who, according to a number of our contemporaries, were bound to come over:

"The *Springfield Union* gives the following list of almost certain starters at the tournament: Sanders Sellers, Richard Howell, Fred Wood, Robert James, Kenben Chambers, Robert Cripps, F. W. Allard, A. P. Engleheart, Robert English, B. Ratcliff, Percy Furnivel, W. A. Illfton, "Alphabet" Webber, T. Battensby, H. A. Speechly, G. Gatehouse, G. Lacy Hillier, H. O. Duncan, R. J. McCreedy, W. H. Langdown. We have every respect for the *Union*, but are very sure that many of the men in the foregoing list will hear of their own intentions for the first time."

Mr. John H. Cunningham, of Westminster, Md., writes: The 54-inch American Rudge received all O. K. It is a beauty. In my experience of six years the American Rudge is the most reliable wheel on the market to-day. It gives splendid satisfaction.—*Adv.*

GET THE GENUINE
BOSTON BICYCLE AND SPORTING SHOES.

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156 SUMMER ST., BOSTON, MASS.
Sizes and Half Sizes, 5 to 12. 4 Widths, 2 to 5.

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MEDALS and BADGES,
Bicycle Club Pins of Every Description.
DESIGNS ON APPLICATION.
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—Boston, Mass.—



The only perfect substitute for Mother's milk. Invaluable in Cholera Infantum and Teething. A pre-digested food for Dyspeptics, Consumptives, Convalescents. Perfect nutrient in all Wasting Diseases. Requires no cooking. Our Book, *The Care and Feeding of Infants*, mailed free. DOLIBER, GUODALE & CO., Boston, Mass.

We will Absolutely Guarantee

THE AMERICAN SAFETY

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

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

DAYTON, OHIO, August 13th, 1886.

MESSRS. GORMULLY & JEFFERY.

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

Very respectfully,
A. W. GUMP.

INDIANAPOLIS, IND., May 6, 1886.

MESSRS. GORMULLY & JEFFERY.

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

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

NEW HAVEN, CONN., June 3, 1886.

MESSRS. GORMULLY & JEFFERY.

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

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

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

GORMULLY & JEFFERY,

CHICAGO, ILLS.

THE WHEEL

MISCELLANEOUS.

[Advertisements inserted in this department; not over four lines nonpareil, for \$10 a year.]

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MURRAY'S, 100 Sudbury Street, Boston, Mass., is the Eastern Headquarters for the American Challenge, Safety and Ideal. These are high grade machines at low prices, and the best wheels in the market for the money. Send 2-cent stamp for large illustrated catalogue.

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DO YOU WANT TO BUY A WHEEL? We have one that will suit you. Prices from \$15 up. BUTMAN & CO., 89 Court St., Boston.

I HAVE a few more Harvards, Yales, and Cornells left, which I am selling at greatly reduced prices; also Meteor Sociables. Old machines taken in exchange for new ones. The only place where you can get the parts of the above machines. Send for second-hand list to Murray's, 100 Sudbury Street, Boston, Mass.

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CHICAGO, ILL.—THE JOHN WILKINSON CO., 68 Wash Avenue, makers of Bicycle Hose Supporters. The best style made. Price per pair, 35 cents by mail. Agents for the Columbia Bicycle. Send stamp for catalogue.

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PUT UP IN 2 OZ. STICKS
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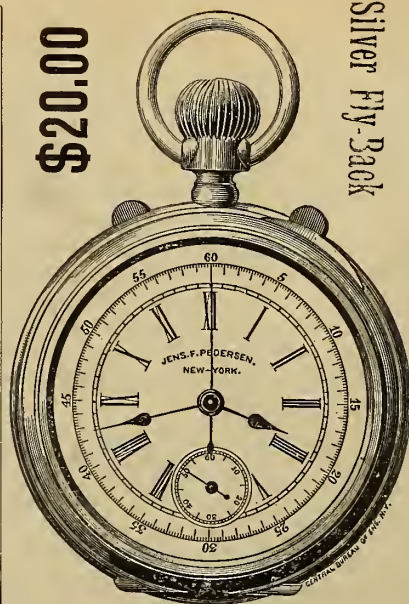
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Under 16 words	-	-	30 cents.
Three insertions	-	-	75 cents.
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FOURTH ANNUAL Fall Race Meeting OF THE KING'S COUNTY WHEELMEN.

Saturday, Sept. 18, 1886,

3:45 P. M.

AT THE BROOKLYN A. C. GROUNDS.

(DeKalb & Classon Aves., Brooklyn, N. Y.)

Can be reached by horse car or elevated rail-road from Bridge or Fulton ferry in 30 minutes.

EVENTS:

- 1 mile Novice race club—K. C. W.
- 1 " " " open.
- 1 " Lap open
- 2 " Team " 4 members to club.
- 2 " Handicap
- 3 " " "
- 5 " Scratch. "
- 1 " Consolation.

Entrance fee to each event 50 cents; close September 11th with Chas. Schwalbach, 124 Penn Street, Brooklyn.

Admission, 50c. Reserved Seat, 25c. Extra.

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GRAND * INTERNATIONAL

TOURNAMENT

OF THE

SPRINGFIELD BICYCLE CLUB.

ON THE FAMOUS

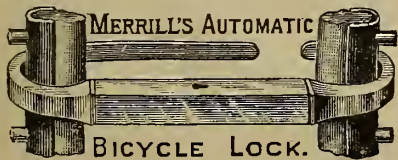
Hampden Park, Springfield, Mass., U.S.A.

SEPTEMBER. 14, 15, 16, AND 17, 1886

GRAND RACE

FOR THE

World's Championship.



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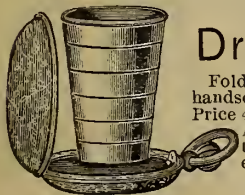
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Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet, two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of \$1.00.

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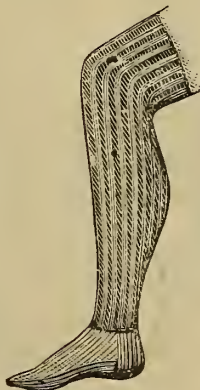
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Folds together and goes in a handsome nickel case size of watch. Price 40c. each or 3 for \$1, postpaid. Agents can coin money selling them during the picnic and excursion season.

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THE attention of the trade is respectfully called to our "Club Hose," a standard and reliable article, which

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Our "Columbia Hose" for 1886 is a new article of improved pattern. The specialties are that the rib is extended down the front of the foot, giving a neat appearance when a low shoe is worn. Also our patent flat seam at the back which will not rip, and seamless heel. This stocking will compare most favorably, and has been judged by riders of experience, to be superior to the best English makes.



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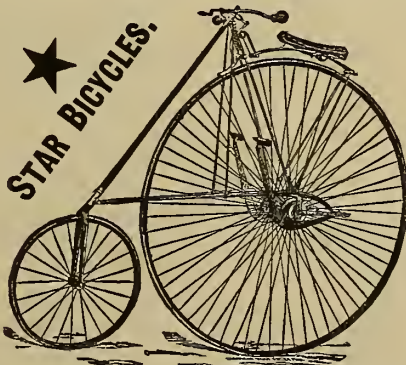
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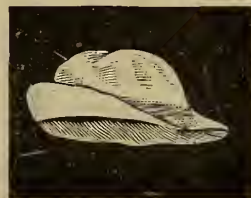
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COLUMBIA * SAFETY,

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THE HANDSOMEST SAFETY.

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We have now a stock of these machines sufficient to immediately fill orders of any reasonable size.

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The unprecedented demand for the



KIRKPATRICK * SADDLE

has heretofore this season rendered it extremely difficult, often impossible, to fill orders for old Columbia riders, and owners or dealers of other makes of machines, with a degree of promptness satisfactory to us. It is with pleasure that we announce a

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I have the most complete and varied stock of wheels and sundries in the city; showing six of the leading makes—**ALL WINNERS.**

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