

VOL. XII.—No. 25.]

NEW YORK, SEPTEMBER 16, 1887.

[WHOLE NUMBER, 311.

## HA! HA! They Selling? Are

## 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 prefering 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 Columbias, in trade or imported to this country. Among the machines taken in trade have been numerous Expert Columbias and Victors, while Columbias, in trade 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.

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.

HORNELLSVILLE, N. Y., July 15, 1887.

GORMULLY & JEFFERY MFG. Co: Gentlemen—In reply to your inquiries about the Champioos 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. regretting his choice.

Very Respectfully Yours, W. B. KERNAN.

Buffalo, July 14, 1887.

Messes Gormully & Jeffery Mfg. Co.: Gentlemen—I wish to contribute my mite in tavor 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 otherwise. faction of my customers.

faction 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 seri us 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 mis-use 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. CHICAGO, 1LL.,

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

## MANUFACTURING CO..

105 WEST 36th STREET, NEW YORK.

## The Oldest and Most Reliable Athletic Furnishers Op-town.

SUPPLIES FOR

Tennis, Running, Cricket, Base Ball, Bicycling, Gymnastics, Fishing. Shooting, Boating, Lacrosse,



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-REPAIRS-

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Sixth Avenue & 125th Street, NEW YORK.

307 Cookman Avenue, ASBURY PARK, N. J.

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

CHAMPIONSHIP

Lawn Tennis

MEDALS

Athletic, Bicycle

STRICTLY Original Designs

AND AT POPULAR PRICES.

Correspondence Solicited.

Send 3 two-cent stamps for Illustrated catalogue and price list-



In Hat Store, up stairs



# THE STAF

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

NAME 25 MILES, TIME. H. J. Hall, Jr., K. C. W., C. A. Stenken, H. C. W., E. Valentine, K. C. W., H. L. Bradley, Ild. B. C., W. F. Caldwell, E. W., STAR, STAR, 1.33.53 1.33.57 1.34.34 Columbia, Columbia, 1.34.49 Columbia,

ROSEVILLE, N. J., JULY 4TH. STAR first and second in 1-mile Novice. " second and third in 1-mile STATE CHAMPIONSHIP " " 2-mile

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.

NAME 25 MILES. TIME. 6. J. H. Knox, K. C. W., 7. E. P. Baggot, H. C. W., 8. S. B. Bowman, E. W., 9. H. Greenman, I. B. C., STAR, 1.38.17 1.40.02 Columbia, STAR, 1.40.20 STAR, 1.43.36

WILKESBARRE, PA., JULY 4, 1887. 1-mile Novice. STAR 2-mile 6.45 Class. WON ½-mile Boys' Race. 1-mile STATE CHAMPIONSHIP. FIVE FIRSTS:

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.

## MANHATTAN WHEEL EXCHANGE.

## Second-hand Wheels Sold on Commission.

NEW YORK AGENTS FOR THE HUMBER LIGHT ROADSTER, HUMBER CRIPPER, HUMBER TANDEM, HUM BER TANDEM CRIPPER, SPARKBROOK BICYCLE, SPARKBROOK TRICYCLE, SPARKBROOK HUMBER TANDEM, RO-VER SAFETY, Nos. 1 and 2. NEW EX-CELSIOR CYCLOMETER. A FULL LINE OF SUNDRIES.

## CAN YOU BEAT THESE PRICES?

## OUR LIST, Sept. 14, 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.

wheel. Butcher hub cycl. Prime cond. Price \$95.

No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$75.

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 \$45.

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 all over. A bargain at \$67.

No. 57.—50-in. Rudge. Nickel with enam. wheels. Balls all over. A bargain at \$67.

No. 57.—50-in. Rudge. Nickel with enam. wheels. Balls all over. A bargain at \$67.

No. 57.—50-in. Rudge. Nickel with enam. balls to front wheel. Good cond. 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.

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. 66.—42-in. Ideal. Prime cond. Price \$30.

No. 67.—54-in. Exp. Col. Enam. Fine cond.

Price \$70.

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. 73.—54-in. Special Col. Enam. Price \$40.

No. 76.—46-in. Stand. Col. Price \$30.

No. 77.—55-in. Coveury Lt. R. Ball bearings. Cowhorn and straight bars. Price \$78.

No. 80.—55-in. Columbia L. R. Good cond. Price \$95.

\$95.
No. 82.—51-in. Am. Star. Nickel except wheels.
Hyg. saddle. Fine cond. Price \$50.
No. 84.—54-in. New Rapid. Nickel except wheels.

No. 84.—54-in. New Rapid. Nickel except wheels. Excel. cycl. Cow-horn bars. Balls all over. Prime cond. Price \$103.
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. 88.—Am. Safety. Prime cond. Lamp. Price \$56. \$56.

\$56.

No. 89.—52-in. Stand. Col. Enam. Lamp and bell. Price \$68.

No. 90.—56-in. Victor. Enam. Balls all over. Prime cond. Big chance at \$90.

No. 91.—54-in. Col. Exp. Enam. Dropped bars. Excellent cond. Price \$80.

No. 92.—2-track Col. tricycle. Not ridden 50 miles. Lamp. Bargain at \$120.

No. 93.—52-in. Col. Expt. '87. Balls all over. Full nickel. Cowhorn bars, grip pedals, spade handles. Cost complete \$144. Price \$110.

No. 94.—2-track Col. tricycle. Shop worn, Never used. Good as new. Price \$120.

No. 95.—3-track Victor tricycle. Good cond. Price \$80.

This Week's Bargains.

No. 96.—56-in. Expt. Col. '86. Nickel with enamel wheels. But little ridden. Balls all over. Cowhorn bars. Price \$80.

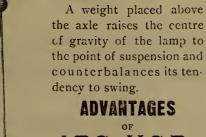
No. 97.—36-in. Kangaroo. Good, and Price \$50.

No. 98.—52 Premier. Enam. Balls to both wheels. Cowhorn bars. Not ridden 150 miles. Price

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.

#### LAMP CONTROLLER.



ITS USE. It secures a steady light

upon the track. It prevents lamp from go-

ing 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-apound, 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.

## 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.

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

OR SALE.—Columbia Expert, 48-inch, pattern of 1887, full nickeled, 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 Kimme, Richfield Spa, N. Y.

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

COR 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.

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

OR 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.

TOR SALE.—1 52-in, Sparkbrook Special Bicycle; King of I. R. tamp; \$90. 1 Cripper Running Tricycle, 36-in., first wheel 23; 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 nickeled. "2" All nickeled pt rims. "3" Wheels enameled, balance nickeled. Enameled with nickel trimmings. "5" Enameled except rims. with polished parts. "6" Half bright and enameled or

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.

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١	No.	o:-	Nom.	Cont	Dutas	ű	ea	0
l		Siz		Cost.	Price.			Ö
١	44 46	36 55	Kangaroo Safety, Rudge L't Roadster,	\$130.00 156.50	\$60.00 75.00	4	2 1	2 4
l	51	52	American Rudge,	112.50	65.00	4	1	4
	$5\hat{7}$	56	American Club,	150,00	75.00	2	1	$\hat{z}$
ĺ	71	54	Columbia Expert,	127.50	75.00	HIF.NI	$\frac{1}{1}$	4 2 4 5 4
۱	80	44	L'actic,	130.00	70.00	4 3		ő
1	90 95	52 55	Royal Mail,	137.50	80.00 50.00	3 4	1	4
l	96	55	Spalding Semi Racer Racer,	140.00	50.00	4	1	4
ı	117	51	Special Star,	160.00	90.00	4		2
	123	52	Sanspariel,	127.50	75.00	4	2 2	Nęw
	124	52	Sans. Light Roadster Special Star,	, 137.50	75.00	4	2	
	125 130	42 51	Special Star,	120.00	75.00 85.00	4 3		1 3
	131	51	Special Star,	120.00	75.00	4		4
	132	54	Columbia Expert,	145.00	85.00	1 1	2	2 1 1
	136	51	Special Star. Col. 2-track Tricycle.	130.00	85.00	1		1
	142 146	20	Col. 2-track Tricycle.	, 165.00	110.00	4	$\frac{2}{1}$	1
l	148	56 50	Col. 2-track Treytle. Columbia Expert, Standard Columbia, "Special Star,"	132.50 100.00	80.00 50.00	4	3	4
	149	$5\widetilde{1}$	"Special Star."	135.00	90.00	3	ball	$1  \stackrel{\stackrel{\scriptstyle 4}{\scriptstyle 2}}{\stackrel{\scriptstyle 1}{\scriptstyle 2}}$
	154		Col. 2-track Tricycle,		105.00	4 3 4 5	2 3	ï
ļ	157	46	Standard Columbia.	85,00	40.00	5	3	4
i	158	48	"American Star,"	90.00	45.00	5	,	4
ł	164 167	56 50	Columbia Expert, Premier,	150,00 110.00	110.00	1	1 2	1
١	174	50			80.00	4 3	2	2
	176	54	University,	135.00	80.00	4	2	ĩ
	179		Sp'kb'k Cripper Tri.	180.00	110.00	4	2	2
	180	<b>*</b> 0	Sparkbrook, University, Sp'kb'k Cripper Tri. "Hbr. Tandem British Challenge, Humber	,260.00	220.00	4 4 3 4	2 2 2 2 1 1 2 2	4 1 1 2 1 2 1 2 3 2 5 4 2 1
	184 185	50 52	Humber,	130.00	50.00 70.00	3	ž	2
ı	188	52 52	Victor,	135.00	80.00	4	1	2
	198	52	American Club	160.00	70.00	4 2 3 4 1	2	$\tilde{5}$
	202	50	Challenge	95.00	45.00	3	2	4
l	207 209	51	Special Star	130.00	85.00	3	-	2
ĺ	211	50	Columbia Safety Sanspareil	140.00 130.00	100.00 75.00	1	1	1
ŀ	212	54	Mail	110.00	65.00	4	2	4
1	213	54 52	British Challenge	135.00	60.00	4 3	$\frac{2}{1}$	4
ı	216	54	Columbia Expert,	145.00	100.00	1	$\bar{1}$	2
l	217 220	48 53	Special Star,	120.00	105 00	4	bal	1 1 2 1 2 1
١	221	54	Royal Mail,	140,00 137.50	85.00 90.00	44	1	ĩ
	221 222	O.	New Rapid, Col. Tri. (2-track)	165.00	110.00	4	1	î
١	224	56	Royal Mail,	140.00	90.00	4 4 4 3 4 4 4 4 4	1	4
ı	229	56	Royal Mail,	140 00	65.00	4	1	4 2 1 1
ı	234 235	52 55	Rudge,	135.00	90.00	4	1 1 2 1 1	1
l	236	56	Col. Lt. Roadster,	150.00 132.50	70.00	3	1	4
	237	48	Columbia Expert, Columbia Expert,	122.50 123.00 127.50	70.00	4	2	4
	238 239	46	Special Facile,	123.00	80.00	4	1	1
	239	52	Columbia Expert, Col. Tricycle 2-track,	127.50	90.00	4	1	4
	240 244	45	Special Pony Star,	165.00	100.00	4	1	4 1 4 2 1
	245	54	Royal Mail,	107.00 140.00	95.00	4	1	i
	246	52	Columbia Expert,	137.50	90.00	4	î	- 1
	247	54	New Rapid,	150,00	110.00	3 4 4 3	1	1
	248	50	Ideal,	80.00	45.00	4	$\frac{\hat{4}}{1}$	1
	249 250	52 52	Columbia Expert, Columbia Expert,	$\frac{127.50}{127.50}$	60 00 90.00	3	1	1
	252	56	British Challenge.	$127.50 \\ 150,00$	70.00	ĭ	i	5
	253	48	British Challenge, Special Star,	145.00	105.00	4		5 1
	254	50	Special Sanspl.,	127.50	60.00	1	1	2

CORRESPONDENCE SOLICITED.

## **NEW YORK BICYCLE COMPANY.**

38 Park Place, New York.

# CONSIDER

POINTS BEFORE BUYING THESE

CYCLE

X X ×

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'f'g 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

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

THE NE

THE NEW RAPID, although on the American market for two years, has never known a broken backbone, spoke, handle-bar, back or front fork, or buckled wheel. is fitted with Pear, Tor spade handles; Lillibridge, Cobblestone or Kirkpatrick Saddle. is the highest grade Bicycle ever offered to the American public—is all steel and positively interschangeable—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

THE QUADRANT led the way with a kield steering wheel 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 con-

tion spring; nor any such past or passing con-

trivances.

trivances.

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—notahly the great Weatheroak contest, in which it finished 1st, 2nd and 3rd with Bicycles, Tricycles and Safeties a ainst 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 guaranted, and the machines we import are specially built for American roads—possessing elements of strength to be found in no other

elements of strength to be found in no other

machines.

## IT WILL PAY YOU TO SEND FOR CATALOG.

Agents Wanted in Unoccupied Territory.

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



## REGREATION

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New York.

### EDITORIAL.

Mr. E. J. Shriver, of the New York Club, has sent out a circular letter to every wheelmen in the State in the interests of the United Labor Party's canvass, in which Mr. Shriver is actively exerting Each letter is accompanied by a copy of the Standard, in which Henry George gives ample editorial statement of his convictions on the Land question. While the subject is utterly remote for cycling, yet are wheelmen supposed to have some interests in politics and particularly in the politics of Henry George, who interested himself in favor of the "Liberty bill." There can be no doubt in the mind of any thinking man that the adjudication of the Labor-Capital controversy is the question of the day. Year after year, the natural opportunities to competency are rapidly disappearing, until, at the present time, the probability of any ambitious young man, born in humble circumstances, elevating himself above a burdensome and joyless state of mediocrity is very slight indeed. And on the Standard, in which Henry George gives ample state of mediocrity is very slight indeed. And on the other hand, push, pluck and perseverance no longer avail in the same degree in aiding along the avenues to wealth, so ill requited are these quali-ties. It may be that the George system of taxation will equalize the chances of capital and labor; at any rate, they promise a grand possibility, and are worthy the attention of every man interested in the condition of his countrymen.

From the Cyclist we catch the idea of penning a line of warning to cyclists to beware of colds, which they are more than unusually subject at this time of the year. Though the days are quite warm, the evenings are dangerously chilly. A tired, damp human frame, unsufficiently clad, is easily affected, and the resultant cold or chill is liable to develop into a serious disorder. For the remainder of the season, all riders likely to be out in the late evening should carry a sweater or a

The idea of forming a local bowling league, which Mr. F. L. Bingham advocates in another column, is a commendable one. During the riding season, wheelmen do very little to develop the upper parts of the body; indeed, the unusual amount of leg-work is apt to cause deterioration in the mysels of the Irush and arms. in the muscles of the trunk and arms. A season of bowling would not only equalize matters, but would produce unmeasurable amusement and fraternal feeling among our local clubmen.

We think it not unlikely that our suggestion that a cinder or narrow path along the extreme edges of the Brooklyn-Coney Island Boulevard edges of the Brooklyn-Coney Island Boulevard would be a boon to Brooklyn wheelmen, may bear fruit nextseason. There are two roads parallel to the Central Boulevard, and it is likely that an effort will be made to induce the Park Commissioners to build a narrow smooth path along the extreme edges of these. The advantage would be that the wheelmen would be entirely isolated from horses, and accident to neither class would be possible.

Rowe did not go to England last Saturday, as many of the papers announced he would. Although his passage was engaged, the trip was delayed by Rowe for personal reasons. Rowe was tried very highly last week, and stopped the watches under 2:25. This we have on good authority. We are also credibly informed that Rowe will positively leave for England in the very near future. He will endeavor to get on some match races with Howell, and they will doubtless attract enormous If Furnwall, who is now undergoing a thorough preparation on the path, shows a better pace than his 2:30 of last year, which is extremely probable, we hope he may be permitted to compete with Howell, and run for a bona fide world's

Several of the correspondents of our contemporaries have taken unto themselves editorial privileges, and are varying this budget of news with views on the road racing question. The majority oppose our esteemed friend, Mr. Luscomb; one of them even refers to him with italicized sarcasm, as them even refers to him with italicized sarcasm, as a later-day attorney, which must make him feel very sad. Mr. Luscomb's position on road-racing cannot be assailed. Against his personal inclination he resigned from the Road Racing Association as a matter of duty. His position may be best explained by the following editorial for the A. W. Bulletin of September 9th:

"The League cannot well encourage road-racing, for if this were done, the practice would grow to such proportions that the civil authorities would have to step in and put a stop to it, and we should

such proportions that the civil authorities would have to step in and put a stop to it, and we should find ourselves in a very embarrassing position. This kind of racing is clearly in defiance of law, but the law provides a remedy and can be trusted to correct the thing when it becomes an abuse. Meantime, the League should have nothing to do with it, and to our minds those who, by their official registrons at and are proposed to the league of the ial positions, stand as representatives of the League under certain conditions should not actively engage in road racing, lest their motives be misunder-stood and their position be mistaken.

### THE CALL FOR HELP.

After much consideration, the Chief Consul of New York State, in pursuance with a motion passed at a late Board Meeting, has decided to appeal for financial aid to the members of the Divi-sion. The publication of the Road Book and the passage of the Liberty bill have put the Division in a bad way financially, so that there is not enough money to pay for the last named work. No other Division has ever attempted so much within so short a time; indeed, the Road Book is of itself a creditable achievement, but when coupled with the Liberty bill the year's work may be pointed to

the Liberty bill the year's work may be pointed to with pardonable pride.

The members of the Division have received value and they should show a willingness to pay for the same. The Road Book is worth more to each member than the amount of money the Division receives from him, and the opening of the parks and highways of the State, and the protection of the Liberty bill affords wheelmen, is simply invaluable. Each member should feel that he is personally interested, and should not only cortaibute, but induce others to do likewise.

We would urge upon every L. A. W. member in

We would urge upon every L. A. W. member in the city to subscribe at once. The money was expended for practical work, and those who continually cry that the League does nothing should now step forward and support its successful attempt to

step forward and support its successful attempt to do something. Subscriptions should be sent to George R. Bidwell, 313 West 58th St., New York. The following gentlemen have subscribed to date.

Since publishing our first list of subscribers to the fund, \$200 has been received, making a grand total of \$281.50. The New York Club sets a brilliant example, by contributing \$100, which were received. example by contributing \$100, which was raised among its members. There are nearly 500 League members in New York City alone, yet the amount subscribed averages but little over fifty cents each. Every man should give at least a dollar. The State Division has done practical work; has spent money to secure your rights and comforts. It is ready to do still greater things, but must receive practical endorsement of the work it has accomplished be-

T. C. Smith	5.00
Knight L. Clapp	5.00
George O. Beach	5.00
George T. Wilson	5.00
Thomas Hobbs	5.00
G. M. Huss	5.00
E. S. Renjamin	5.00
W. B Krug	5.00
A. B. Jennings	2.00
Charles L. Andrews	2.00
H. C. Jones	2.00
H. Y. Wemple	2.00
C. M. Benedict	2.00
E. Birdsall	2.00
E. P. Mowton	1.00
E. C. Locke	1.00
F. M. Wade	1.00
H. W. Pagan	1.00
Frank Lord	1.00
L. A. W. 8366	1.00
F. P. Cooke	1.00
F. Lauterbach	1.00
E. E. Scoville	1,00
C. Brooks	1,00
G. E. Taylor	1.00
Milton Oppenheimer	1.00
C. W. Babcock	1,00
<u> </u>	
Total\$2	00.00
	81.50
-	
Grand total\$2	81.50

#### NOTES FROM KINGS COUNTY.

The all-absorbing topic of conversation in Brooklyn at present is the K. C. W.'s annual lantern parade, which takes place Thursday evening, Sept. 29. All of the clubs and unattached men of the city and vicinity have received a cordial invitation to be present, and a large attendance is assured. Several new and attractive features will be introduced on this occasion. Japanese lanterns will be furnished to all who attend, and these, with hub lanterns, colored lights, etc., will make quite an imposing spectacle.

The Street Cleaning Department has been pre-vailed upon not to wet the streets on the evening in question, and, as the avenue is now in fine shape, it can be ridden in perfect safety. The line will be formed on Bedford Avenue, right resting on Atlantic. Route will extend on Bedford Avenue, from Atlantic to the Fountain. After

Atlantic. Route will extend on Bedford Avenue, from Atlantic to the Fountain. After the parade, an entertainment will be provided at the K. C. W. rooms, and will consist of a musical and athletic programme, well suited to the wants of the 'cycling public.

The K. C. W.'s now wear service stripes—a silver stripe on sleeve, running from seam to seam, for three years' service, and a gold stripe for five years. This idea was suggested by Captain Bridgman, and adopted at their last meeting.

Central Park, Fort Schuyler, New Rochelle and the surrounding country welcomed fifteen of the Kings County men last Sunday. All report having had an enjoyable time. Mr. Valentine, whose summer home is in that section, acted as guide for the party, and Captain Smith, of the Citizens, showed them the beauties of Central Park and Harlem, for which the boys feel indebted.

T. J. Hall, Jr, rode over 2,100 miles from May I to Sept. I, and will soon be presented with the 2,000 mile record medal, the first one given by the Kings County wheelmen.

Kings County wheelmen.

President Loucks is spending his vacation in the vicinity of Boston.

K. C. W.

## MINNEAPOLIS NOTES.

As we have been favored with rainy weather for the past week, an almost unprecedented thing for this dry climate, riding has been at a discount, and the Exposition Building presents the only activity in wheel matters to be found. All the firms dealing in wheels are well represented, and on the second floor is Heath & Kimball, with a full line of Champions and Columbias, in all styles of finish, besides a fine display of Douglas boats  fitness of costumes by four mannikins, clad in tennis, baseball, hunting and tobogganing suits. He displays the Victor in both light and full roadsters, and the Safety and Tricycle. J. R. Stockdale has charge of this exhibit, and is always ready to

testify regarding the Victor's good points.

I should have mentioned before that Stevens' wheel is expected this week, and will be an additional object of interest to all wheelmen. The management of the Exposition will soon announce a "Wheelmen's Day," and the State L. A. W. meet will be appointed for that day, to wind up with a grand lantern parade in the evening. There is no track fit for use nearer than Hamline, where the State Fair is yearly held, but we may be able to give them another road race, and so keep matters lively, though visiting wheelmen will find day, without much racing. Nothing further has yet been done about the consol dation of the Minneapolis Club with the Mercury, though the latter has signified its willingness to talk the matter over with the former whenever they are ready to do so. I am afraid there is hardly enough harmony of feeling between the two clubs to allow of their joined together and getting on amicably, being joined together and getting on amicably, but I certainly think one live club better than two half-dead ones, and the large membership of the Minneapolis Club would be a decided gain to the State's L. A. W. membership, entitling it to another representative. The unauthorized action of a special policeman, from the rural districts in compelling a wheelman to dismount during the illumination of Nicollet Avenue while the wheelman was quietly riding up the avenue, among other vehicles, and attending strictly to his own business, has called down a storm on his unlucky head, and the *Globe* of Sunday prints a long letter from some one posted on the duties of policemen, in which this stupid member of the force is sharply pulled over the coals. It's certainly bad enough to be forbidden the use of any walks in muddy times, without being at the beck and call of any member of the force that may so far feel his own importance as to imagine he owns this part of the earth. Rev. A. D. Graham, whose wanderings a-wheel in London and Paris I have mentioned before, has safely arrived at home again, and was given an enthusiastic reception by members of his parish last evening. When I meet him again I may glean some details of his trip that will in-terest those of us who cannot wander so far a-field.

Why is it that one always feels the strongest desire to go out and cover miles of road just when the roads are too muddy to let even a horse-car progress with any comfort? Not having any satis-factory reply, I'll ask no further conundrums till my next.

## WHEELMEN'S DAY IN MINNESOTA.

Chief Consul Heath of Minnesota has issued this circular notice:

"To the Minnesota Division, L. A. W .:

"I hereby appoint September 15, as the day of the fifth annual meet of the division, Minneapolis the place, and the Mercury and Minneapolis clubs as entertainers. I extend a hearty invitation to our Dakota brethren to be present and participate in the parade, road-races, runs, etc.

"Trusting the members of the division will make

it a point to be present at the meeting for the elec-tion of officers, etc."

At one o'clock on the day named d'vision members will meet at the West Hotel to elect officers for the coming year. In the evening there will be an illuminated lantern parade, in which all wheelmen in this or neighboring states and territories are invited to participate.

A prize will be given the rider having the most artistic display and the best decorated wheel.

Friday, the day following, there will be road races at Lake Harriet in which any amateur in Minnesota and Dakota will be allowed to compete

A meeting of the Mercury and Minneapolis clubs was held Saturday evening, the 10th, to make necessary arrangements. The following races, five in number, have been suggested:

Half-mile State championship, one mile State championship, two miles, three miles, five mile Northwestern Championship, and a five mile special race, open to Star riders only. L. B. G.

## Whittaker has given up track racing to prepare for the Boston-Chicago road race, so that a race between he and Rowe is improbable.

### CYCLING IN MONTREAL.

VISITING WHEELMEN.

On Sunday morning last, September 10, there arrived in town three gentlemen with their wheels. They were Messrs. J. Jacobsen, Detroit Bicycle Club; R. E. C. Wheeler, Williamsport, Pa., Bicycle Club; and C. Wagner, Williamsport Bicycle Club, Mr. Louis Rubenstein took the visitors in hand and showed them the sights of the city. Then they wheeled around the Mountain Park, Little Mountain, out to Lachine and back by Lower Lachine road. The roads were in fine condition, and they were highly delighted with their trip. Mr. Jacobsen leaves for Quebec to-morrow morning. From the Ancient Capital he will go to Cocouna and return, a distance of 262 miles. Messrs. Wagner and Wheeler leave for Highgate Springs, from whence they will wheel through Ver-

#### E. P. BAIRD WINS A ROAD RACE.

The last of the series of road races took place from the M. A. A. A. gymnasium to Valois, on Saturday afternoon, September 10. Distance 151/4 miles. The wheelmen were blessed with perfect weather, roads were in good condition and nothing was wanting to make the event a success, and so it proved. Sentinels were stationed on MacKay hill and Blue Bonnet hill, the latter on account of the railroad crossing and to warn wheelmen in case of any danger. Mr. E. P. Baird, who won the race, demonstrated that he is one of the best road racers in the country, his time lowering previous record over same road by 3½ minutes. fortunately J. H. Robertson met with an accident while passing through Lachine, the little wheel coming off. This was the more unfortunate as he was riding almost neck and neck with Baird at the time, and if Baird had had Robertson behind to push him the distance, would probably have been covered within the hour and the special cup would thave found an owner. There was a hard fight for third place between Barlow and Lane, as within 100 feet of the boat house they both were even, but going down the last little hill Barlow went to the front and stayed there, taking third place. H. Mackenzie would probably have taken a better place, but as he has just returned from his holi-days, he was not in the best of trim for a long race, but for a first year man he made a remarkably good showing.

Handica	Time ip. Arrival.	Actual Time
E. P. BairdScrate	33	1.02,00
C. O. Palmer8 m		1.11.20
E. W. Barlow6½ mi		1.11.00
A. T. Lane7 mi		1.11.33
H. Mackenzie6½ mi		1.11.30
B. Pallock mi		1.11.12
F. D. Scott2 mi	n. 5.34.00	1.08.30

The starter was Lionel J. Smith; timekeepers at finish, J. T. Barlow and Louis Rubenstein.

Previous to the race about a dozen members of the M. B. C. rode out to Valois under command of Capt. Joyce, where they took part in the festiv-ities at the opening of the new boat house and enjoyed themselves immensely, as well as contributng considerably to the enjoyment of everybody else who was there.

The result of the series is that Barlow takes first prize. In the first race Barlow won, getting 7 points; in the second race he came in seventh and only made one point; on Saturday he came third and made 5 points, or a total in all of 13 points. E. P. Baird was second in the first race, making 6 points; in the second he did not finish and got no points, and in the last he took first Barlow thus tieing, but under the rules governing these races in case of a tie, standing in previous races counts, and so Barlow takes first. There races counts, and so Barlow takes first. There are also three competitors with 11 points each, and these the handicappers will deal with in the same way.

### NEW ORLEANS NOTES.

We're counting the days to the races now. seven days more and if it don't rain they'll all be The entries are coming in rapidly and there will be some twenty-five men entered, making about 55 starters in eleven races. The mile handicap alone will have 14 or 15 starters, the Louisiana Cycling Club's championship will be contested for by seven of its members, the N. O. B. C.'s will have four, with all the others in proportion. In Stuart, C. G. Huntington, K. O. Davis. Starter, will be some twenty-five men entered, making about 55 starters in eleven races. The mile handi-

the State Championship is centred the greatest in-terest. Alford, Guillotte, Guedry, Hill, Hughes and Rea will start, and as they represent all of Louisiana's speediest riders and are all in such fine form, a grand contest is expected. It is anybody's race. No man can be placed with the very slightest degree of certainty, and it would be safe to give

est degree of certainty, and it would be safe to give olds on any of them.

The N. O. B. Club's team, as finally selected, consisted of C. B. Guillotte, A. M. Hill, George E. Guedry, B. C. Rea, and H. W. Fairfax; with one exception as strong a team as can be gotten together in these parts. The Cycling Club's five are A. A. Rushman, J. W. Dodge, E. L. Alford, N. H. Moody, and R. G. Betts. Alford is a good man, but the others are virtually novices. This club had hoped to put forward a strong team, but fate was against them: two fast men on, whom they were against them; two fast men on whom they were counting failed them, and, owing to the death of his mother, their best man is out of racing for this time at least. Alford is the Shreveport's entry, but has joined the club and will ride in the team. Strength and speed vs. pluck and luck is about the way this race stands. The officers of the meet will be as follows: Harry H. Hodgson, refmeet will be as follows: Harry H. Hodgson, referce; E. C. Fenner, George Baquie, W. W. Crane, judges; E. W. Hunter, L. E. Tyler, M. S. Patton, timers; Edwin A Shields, starter; C. M. Fairchild, clerk; Geo. G. Mugnier, C. Kells, Jr., J. C. O'Reardon, umpires.

The sympathy of the bovs goes out to C. T. Mitchell of the Louisiana Cycling Club in his recent bereavement in the death of his mother. His club loses the services of a valuable racing man, and expressions of regret and disappoint-

man, and expressions of regret and disappoint-

man, and expressions of regret and disappointment are heard on all sides, as great things were expected of Mitchell in the coming races.

The N. O. B. C will probably hold a ladies' reception at their club rooms on the night of the races, 15th inst. This club vacates their present quarters on October 1 for a specially fitted house on Baronne street. Five new members were elected to the club at its last meeting, and it is which and the last meeting, and it is which a great change in its officers at is whispered that a great change in its officers at the annual meeting next month will cause the club to boom as it has never boomed before.

That lively youngster, the Louisiana Cycling Club, not to be outdone, also elected five members at its last meeting and club quarters and incorporation are now being talked of. The following were the only members to turn in their mileage for the month of August, H. H. Hodgson (tricycle) 266, C. M. Fairchild 609, R. G. Betts 717, a total of 1,592 miles for three men. Not very bad show-

A. E. Oliveari of the Cycling Club has gone done and did it. He has married a wife and sold his wheel, and is now only a plain, street car riding

### THE HARTFORD RACE MEET.

The most curious feature of the Hartford Wheel The most curious feature of the Hartford wheel Club's race meet, held at Charter Oak Park on Wednesday, September 7th, was that there was a gathering of seven thousand people. This has been a very poor year, financially, for race meets, and the Charter Oak success speaks well, not only for the Hartford Wheel Club, but for the Connecticut Club, whose yearly meets were so nicely run that the people of Hartford and the surrounding towns had come to look forward to surrounding towns had come to look forward to them. It is estimated that there were 7,000 people present, but whatever the exact number was, there was a healthy overflow, and anybody who has seen the Charter Oak grand and open stands,

can imagine what that means.

In the morning it rained and the tournament projectors were disgusted. Before noon, however, old Sol showed his face and they smiled. Shortly after noon, the crowd commenced to arrive on the shuttle trains from Hartford—for the track is some miles south of the city. Special trains from Meriden, New Britain and other towns drew up in front of

the gates and deposited crowds.

At two o'clock Weed's band attacked the concert By this time the grounds were comfortably crowded. The track had been so badly cut up during the track had been so badly cut up during the trotting meet the week previous, that its smooth surface was superficial, and softened by the rain, which fell twice during the afternoon, it cut up badly, and put fast times out of the ques-

T. A. T. Clinic 1 (C. maint Clark	
T. A. Tracy, Chief Consul of Connecticut. Clerk of course, Henry Goodman.	Haradon
ONE MILE NOVICES.	Midgley.
H. C. Backus, New Haven3:07	Kolb
H. C. Stevenson, Hartford3:10	Dorn
L. H. Hills, Hartford 3	IIali
H. Snow, Burnside 4	RACE
G. A. Thomas, Holyoke	Severa
who was last, spurted to the half in 1.27. On the	tion with
last half he was never headed and won easily.	mary of o
ONE MILE CLUB HANDICAP.	ONE M lor, 3:223
L. Forster, 75 yards2:55	HALF
F. L. Dameny, 120 yards	2; S. Ho
Geo. C. Dusser, scratch 4	Two M Davis, 2;
This race was a contest between Foster and	Davis, 2,
Dameny. Dresser was never in it, and made the full mile in but 3.10, slowing up on the last quar-	ONE M
ter.	two.
- ONE MILE STATE CHAMPIONSHIP.	Two M 6:57; Hu
H. S. Hart, New Britain2:521/4	ONE I
L. A. Miller, Meriden2:52½	3:25.
E. A. De Blois, Hartford o W. S. Harding, Hartford o	BINGH
H. H. Stockder, Meriden o	The Fi
H. Arnold, New Britain o	Bicycle C
This event excited a great deal of enthusiasm	day, Sep
among the people of the cities which were represented. At the three-quarters the men spurted for	The Bi
the tape, Hart getting there by a few inches, De	for the h
Blois third by a tire's breadth.	The track
ONE MILE PROFESSIONAL HANDICAP.	in shape
W. A. Rowe, scratch41 1/4, 1 25 1/2, 2.13 1/4, 2.50	parade a
H. G. Crocker, 40 yards2:50½	ing at the
S. P. Hollingsworth, 12 5 yards	1 mile
Won easily by Rowe; Crocker several lengths	State Ch
behind.	race, I m
ONE MILE AMATEUR SCRATCH.	diamond
W. E. Crist, Washington       3:17¼         W. W. Windle, Worcester       3:18	Entrie
J. F. Midgley, " 3	Bayless,
A. B. Rich, New York o	quarters
T. W. Roberts, Poughkeepsie, o	REC
Crist took the lead at the start and lead all the way. On the homestretch, Crist, Windle and	
Midgley had a fine sport, Windle being second by	DUBOIS
Midgley had a fine sport, Windle being second by two lengths and Midgley third by a length. The	On A
last quarter was 37¾, remarkably fast for the track.	French p
ONE MILE, THREE MINUTE CLASS.	equalled
Arnold, New Britain2:58	miles, at
H. H. Stockder, Meriden2:58 1/2	
W. Haradon, Springfield, 3 L, J. Kolb, Philadelphia, 4	MLS.
Kolb led to the quarter, but fell back for Stock-	2 .
der, who passed the half in the fast time of 1:20.	3 .
On the homestretch, Arnold came up on the out-	4 .
side with a sustained spurt and won as above.	5 · 6 ·
FIVE MILE AMATEUR LAP RACE.	7 .
W. E. Crist, Washington18 points A. B. Rich, New York,4 "	8 .
L. A. 'Miller , Merider, 4 "	9 .
H. J. Hall, Jr. Brooklyn	11 .
P. J. Berlo, Boston,	12 .
E. A. DeBlois, Hartford, o Crist won every lap, with Miller and Rich atie	13 .
for second place; Hall, DeBlois, Berlo and Rich	14 .
did not finish. Time 19.07	16 .
ONE MILE PROFESSIONAL CHAMPIONSHIP.	17 .
W. A. Rowe2:50	18 .
H. G. Crocker	19 . 20 .
A special purse of \$50 had been offered Rowe	21 .
to beat record, but owing to the condition of the	22 .
track he did not even try. Rowe won handily by two lengths; Neilson, third by ten lengths.	23 . 24 .
	25 .
ONE MILE AMATEUR HANDICAP. Wm. Harding, 70 yards2:48½	Total
L. Forster, 120 yards2:40 1/2	Previous
T. L. Moore, Naugatuck, 135 yards 3	
	Rowe'
H. J. Hall, Jr., Brooklyn, 35 yards 4	Rowe' 27:07 1-5
Eighteen men started, with Hart and Crist at scratch. The scratch men made a rush to the half,	1

ONE MILE TEAM RACE.

ton, finishing in the order named.

dropped out.

				NSOLA		
Haradon						3:061/4
Midgley						
Kolb						3
Dorn						
Hall						5
			-+		-	
BACEC	AT (	DAU	UE	20 20	23/11 1 1	CIND

wheel contests were decided in connecthe Fair on September 9 and 10. events, September 9 :

events, September 9: MILE, THREE MINUTE CLASS.—A. W. Tay34; H. Wilhite, 2; J. Davis 3; Ed. Crane, 2.
MILE OPEN —Ed. Hulman, 1:35; L. Lee, ollingsworth, 3; Ed Crane, 4; J Alfrey, 5.
MILES LAP RACE.—Ed. Hulman, 7:12: J.
2; J. Alfrey, 3, Samuel Hollingsworth, 0.
SUMMARY OF EVENTS, SEPTEMBER 9: LANGE AND ALL LA

MILE OPEN.—Ed. Hulman, 3:35; L. Lee,

MILES HANDICAP.—Ed. Hulman, scratch, abert Wilhite, 60 yards; two.
MILE CONSOLATION.—Josh Zimmerman,

### HAMTON BICYCLE CLUB MEET.

fth annual race meet of the Binghamton Club will be held at Riverside Park, Thurs-

inghampton Club has an enviable record cospitality it has always extended to visitelmen, and this year will be no exception. k is five laps to the mile, and will be put for fast time. The programme includes a t II A. M., an entertainment in the evene Binghamton Opera House, and the race

be events of which are as follows:
c novices, ½ mile scratch, 2 miles N. Y.
nampionship, 2 miles 6.45 class, 1 mile lap
nile club, 3 miles handicap and 1 mile conAmong the prizes are gold medals, scarf pin, gold sleeve buttons.

s close September 20, and close with F.J. Binghamton, N.Y. The League head-will be the Hotel Bennett.

### ORD BREAKING IN ENGLAND.

RIDES 21 MILES, 498 YARDS IN THE HOUR.

August 24, at Coventry, Jules Dubois, the professional, rode a time trial, in which he the English professional record at two nd surpassed all English records from three twenty-five. Summary:

	TIME.			PREVIOUS RECORD			
LS.		H. N	1. S.		H.	M.	S.
I		0 2	40		0	2	35½
2		0 5	27		0	5	27
3		0 8	161				20
		o II	8		0	ΙI	10
4 5 5		0 13	$59\frac{1}{5}$		0	13	56
5		0 16	48		0	16	562
7							46 <sup>3</sup> / <sub>2</sub>
7			302				39 <sup>4</sup> / <sub>5</sub>
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<del>1</del> 5		I 10			I	12	135

distance in one hour, 21 miles 498 yards, s record, 20 miles 1,481 yards—Woodside. 's record at five miles is 13:23 4-5; at ten, 5; at twenty, 54:25 2-5.
TWO MILES PROFESSIONAL RECORD.

At Coventry, on August 25, Dubois rode two miles in 5:25, beating his own and Howell's record

by two seconds. Time for first mile, 2:42 2-5.

At the same place, on same day, P. Medinger ran against Howell's mile record of 2:35 1-5, but was unable to do better than 2:39 2 5.

ONE MILE TANDEM RECORD.

At the Coventry sports, held August 27, Messrs. Allard and Oxborrow, English professionals, made an attempt to beat the mile tandem tricycle record -2:38 4-5-recently made by Kiderlen and Turner tary men and others who were present.

at Long Eaton. They succeeded by 1 2-5 seconds. Times: 4, 394; 2, 1:17; 4, 1:57; 1 mile, 2:37 2 5. This pair afterwards rode a flying quarter in 35 3.5.

#### WHY ROWE DOES NOT BREAK RECORDS.

Editor of THE WHEEL:

SIR:-In the current edition of your valuable journal, you make some illusion of a particularly suggestive character to the riding of Rowe at Lynn, some few days ago, and point out the fact (which no one will dispute) that he was capable of (which no one will dispute) that he was capable of much better time than 5:43 for two miles. Now I am sure that with your well-known reputation as a cycling editor for fairness and courtesy, you will continue your allusions to the races in question, and glean for the public a little information from the suggestions such allusions may be productive of.

To aid you in this "laudable ambition" let me assist. Rowe started in the two miles as in the other no races at I wan to ride against two mem

other pro races at Lynn, to ride against two members of his own (the Columbia) team with an outsider of decidedly mediocre ability as a rider, thrown in at limit. Rowe knew just what his men could do, down to ten yards, and they in turn knew who was behind them;—he rode to win—as he always does—not to attempt record making for which the ing, for which the day—the condition of the track and the arrangements were not suited. Now the most critical of Rowe's "candid friends," must admit that with the conditions as they there obtained Rowe did not stay far from the correct line of his duty as a professional bicyclist; rather should they point to the non existence of competitors in the races in question, who might be employed by other manufacturers, and thus be possessed of an incentive to force Rowe to his faster pace. The team of which Rowe is senior member, we find entered in all professional races where reasonable inducements are offered; and I might without straying far from the line of fairness, "assist" you to the suggestion that other corporations save the one represented by Rowe on the path, might assist

one represented by Rowe on the path, might assist in inducing the rider in question to travel fast enough to please even his opponents.

Another suggestion which I would like to "assist" with, is that whenever an inducement is made, Rowe has ever been willing to "pop in a hot mile;" but to ask, as many do, that possibly the fastest rider in the world should start out to do times, which one year ago would have been viewed as impossible, for such prizes as were offered in a certain place this season, is to impose on the good nature of even our genial champion.

Perhaps this assistance to suggestion will be

Yours faithfully,
A. KENNEDY-CHILD.

### AN EXTRAORDINARY BICYCLE.

YOU CAN SWIM RIVERS WITH IT, AND RIDE OVER FENCES, AND PERHAPS HOUSES.

[Special Cable Dispatch to the New York World.]

LONDON, Sept. 9 -A number of gentlemen interested in the adaptation of cycles to military pur-poses assembled at Hanwell yesterday afternoon to witness some trials and experiments with a bicycle which has been constructed by Wilkins & Co., of Holborn Viaduct. The bicycle, which in its general outward appearance resembles the ma-chine of the familiar safety type, was put through a series of most extraordinary tests, with results which greatly astonished and amused the onlookers

Starting from the centre of the town, a man rode Starting from the centre of the town, a man rode the machine over half a mile or so of road to the bank of the River Brent, where, dismounting, he proceeded to blow into a couple of small bags attached to the handles. The inflation occupied about a minute, and then the rider, having thrown his bicycle into the water, dived after it, swam across and landed on the other side. He then rode over three or four miles of very rough and varied country, including ploughed fields and swampy meadows, and having recrossed the river, regained Hanwell by some very rough lanes, liftregained Hanwell by some very rough lanes, lift-ing his machine over closed gates. Altogether he covered a distance of about five miles, and his time was little more than forty-one minutes. Subsequently, a few well-known cyclists who were among the visitors tried the machine, and rode over the most uneven ground, up and down short and sharp hills, and over bricks and other obstructions in a manner that greatly experied the activities. tions in a manner that greatly surprised the mili-

### WHEEL GOSSIP.

H. W. Gaskell has arrived on "the other side."

It took Hartford to run a successful tournament.

A large club in Manchester, England, uses nothing but Roon-type safeties.

Dr. Gilfillan, L. I. W., has been appointed representative of New York State.

The Outing Cyclists, of Kansas City will hold a tournament at Athletic Park late In September.

Rumor hath it that one or two agencies will be opened next Spring near Central Park, Fifth ave.

Karl Kron has discovered a new route to the Oranges, of which L. A. W., No. 2,449 kindly furnishes us the details.

Mr. E. R. Stockwell, 19 John street, New York, will forward designs and prices for bicycle meet trophies upon inquiry.

Mr. C. R. Zacharias, formerly of Messrs, Zacharias & Smith, of Newark, N. J., is manager of the Birmingham, Ala., Daily Herald.

We have heard that the supervisors of the Irvington-Milburn road will not allow a contest to be held on the famous course this fall.

Joseph Pennell is doing the pedestrian act in Scotland. He writes that the roads are fine, that walking is dull and he sighs for a wheel.

The Sun of Tuesday last published a half col-umn interview with Mr. George W. Nellis, who had just arrived in New York from his trip across the continent.

It is rumored that there will be a general cut in the price of wheels next year. It is also on the cards that the Pope Mfg. Co. will put a cheaper machine on the market.

The L. A. W. Re-organization Committee will hold a meeting at the Grand Union Hotel, New York, on October 17, on the same date as the L. A. W. Board of officers' meeting.

Woodside and Temple both scored wins at North Shields on August 22. Temple won the two miles professional race in 5:45, and Woody beat Battersby in a mile match race; time, 2:45.

"Reformer" writes to know why wheelmen don't have proverbs, and as a starter he sends: "It's a long hill has no top," to which we may be permitted to add: "A wheel in the hand is worth two in the to add: 'factory."

The South End Wheelmen, of Philadelphia, will move from Hicks street to 1,126 Dickinson street, a more desirable location in every respect. The large increase in membership made this change of base necessary,

Messrs. J. Van Harding and R. A. Burgess, of the Rutherford Wheelmen, left on Saturday for a wheel to Boston. Messrs. Dean and Ivison, of the same club, left Rutherford on Tuesday, also bound for the Hub.

An English rider named John Farish recently riding down a steep hill. Fatal cycling accidents are so very rare, that the chronicling of them should exert a beneficial effect,

A team road race was held on the Kingston road, Ontario, on Saturday, September 3d. The Toronto Wanderers won, Fred Foster finishing The time for the fifty miles, three hours and seventeen seconds, seems suspiciously fast.

Two Miles Amateur Bicycle Record.—At Crystal Palace, on August 25. F. J. Osmond beat Webber's two mile record, viz., 5:30 4-5. Times: one-quarter, 39 2-5, one-half, 1:17 3-5; three-quarter, 1:58 2-5; one mile, 2:39 4-5; two miles, 5:22 1-5.

A NOBLE Example.—At a special meeting, the people of Framingham, Mass., voted to expend \$10,000 for a new road from Framingham to Saxonville. Chief Consul Hayes should instruct the consul to see that the road is built of the most rideable material.

Maltby and Aginton, the trick riders, have lately arrived in England. They at once challenged any trick rider to a contest, for from £50 to £500. Only novelists and professional cycle riders can handle money with such recklessness. Temple has accepted their challenge.

Waller, the old-time rider and introducer of long distance contests, sets a brilliant example for his brother professionals. On the proceeds of his races, he bought real estate, and to-day is an extensive house owner in Newcastle, England.

The Championship Games take place to-morrow, Saturday, afternoon, at the Manhattan Grounds, 86th street and 8th Ave, New York. The events are sure to be well contested, especially the mile and a half bicycle race for the championship of America, which has attracted some very fast men.

The Queens L. I. track is now credited with a mile record of 3.19½, made September 10, by G. E. Todd, Brooklyn Bicycle Club, N. F. Walters, of the same club, has ridden a quarter in 47 seconds. Unless either of these records are beaten by Saturday next, these gentlemen will receive the medals for the best records at these distances.

The Pope M'fg Co. will probably manufacture a Rover-type rear-driving safety next year. Unlike the other so-called safeties with which the market was deluged some two years ago, the Rever-type has probably come to stay, as those who have ridden this form of machine have much to say of its good qualities.

A cable dispatch to the New York World describes "an extraordinary bicycle," which cannot only be ridden cross country, but can be towed, or ridden—the cable does not tell us which—across streams. While we cannot as yet see to what various uses such a bicycle could be put, except to be used in messenger or military services, we anxiously await details.

The Long Island Wheelmen's new house is nearing completion. The club will give up its temporary quarters October 1st. The new house will probably be "warmed" about October 15. The house is finely furnished and decorated, and unattach wheelmen must be callous to all that is delightful in club life to resist the charms of membership in the L. I. W.

The Vermont Wheel Club will hold a tournament at Brattleboro, Vt., on September 20. Event, ½ mile L. A. W., State championship; 3 mile ½ mile L. A. W., State championship; 3 mile club championship, 2 miles handicap; 5 miles State championship; 1 mile open; 3 miles lap; 1 mile, local championship; 1 mile consolation. Entrance fee, 50 cents for each event; close September 19, with Leslie Scott, Brattleboro, Vt.

The experiment to introduce tricycles into the Austrian Postal service has been unsuccessful. The first machines were as heavy as gun-carriages, and the postmen were used up before half their routes were covered; the second set of wheels were light and fragile and in constant need of repairs. It is an amusing fact that the postmen were about to urge their claims to higher pay, on the ground that they were hungry all the time.

The Rutherford Wheelmen, of Rutherford, N. J., celebrated Labor Day with a lantern parade in the evening, which attracted a large crowd. The parade was the first of its kind ever held in Rutherford, and it attracted much attention. The wheels of R. A. Burgess, E. W. Dean, Jr., and A. P. Jackson were elaborately decorated. The parade was comwere elaborately decorated. The parade was commanded by Captain Hill, assisted by Lieutenants Dean and Ivison. In the evening the club house was thronged with visitors.

The Orange Wanderers' resignation from the Team Road Racing Association will probably be withdrawn at their next meeting. Personally, the members recognize the fact that Road Racing is illegal, but they claim that having assisted at the formation of the R. R. A., it is their duty to remain in the organization; also that it is time to withdraw should the disbandment of the Association seem desirable in view of any public feeling against road racing that may develop.

A NOVEL PRIZE-The Vermont Wheel Club is entitled to a laurel wreath for its originality; it makes a new departure, which promises to inaugurate a complete change in the prizes given at race meets. To the winner of its one mile consolation race, it will give a \$1,000 Travellers' Insurance Policy; whether it will pay the yearly assessments or not, is not stated. Another original up-country club recently presented a bottle of mineral water as a first prize. We will shortly learn of clubs giving away nice cemetery lots, second hand tomb-

York Metal Exchange on Saturday last. The resignation of Mr. Luscomb, as Vice-President of the Association, and the resignation of the Long Island Wheelmen were accepted. The Orange Wanderers' resignation was not acted upon, as it is believed it will be withdrawn. The representatives of the various clubs spoke enthusiastically on the subject of road racing, and the Election Day contest will no doubt excite as much interest and enthusiasm as any of the previous races.

THE POUGHKEEPSIE RACE MEET.—The following events will be decided at the Hudson River Driving Park, Poughkeepsie, N. Y., on October 1st: One mile, novice, gold medal; silver medal. One mile, open, diamond scarf pin; gentleman's traveling bag. One mile, 3:20 class, gentleman's traveling case; jointed lance-wood fish rod. Two mile, amateur handicap, Winchester repeating rifle; silver-handled silk umbrella. One mile, club championship, first prize, gold medal; second, silver medal. Half-mile dash, open, Auburndale timer; Colt's revolver. Two miles, Dutchess county championship, gold medal; bicycle shoes. Five mile lap, open, elegant gold watch; opera glasses. Two miles, team race, open to clubs from Yonkers, Newburgh, Fishkill, Matteawan, Kingston, Hudson and Poughkeepsie—three men from each club—points to count.—Prize, fine engraving for club-room. One mile consolation, gold cuff buttons; silver-head cane. Entries close September 26, with Frank J. Schwartz, Secretary. Entrance fee, 50 cents for each event.

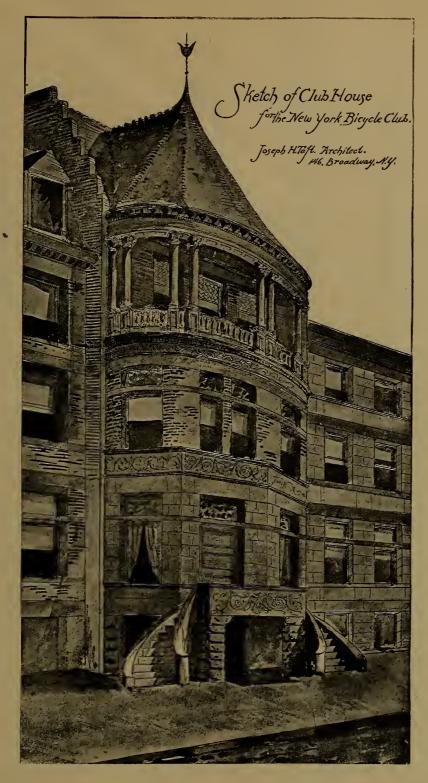
We have chosen our home for the Summer in this place at the Cooper House; and for the excellence of its appointments and the generous and painstaking management of its culinary department, cannot be excelled by any hotel west of New York City. It is a sufficient attraction in itself. Here is to be met a wealthy and conservative class of people who come for genuine and quiet enjoyment. The grounds are spacious, forming a beautiful landscape which surrounds the hotel on all sides. They are kept in the best condition all sides. They are kept in the best condition and furnish a real paradise for children and tennis players. The sanitary conditions of the house and the surrounding grounds and buildings are simply perfect, with an abundance of pure water at all points. Malaria, hay fever, and mosquitoes are unknown here. Visitors who bring their own horses and vehicles with them will find stabling accommodations of the best kind on the Cooper House grounds. Visitors can secure livery service of the best kind at reasonable charges. The roads of the best kind at reasonable charges. The roads are unusually good, and wind about the hills and through some of the most charming scenery to be found in this country. The thermometer ranges from 60 degrees to 80 degrees during the Summer months,—Home Journal.

London to Paris.—I should advise F. G. Cooper to go from Dieppe to Paris by Gisors, and come back by Rouen. He will there see a number of interesting places. From Dieppe to Neufchatel, through St. Vaast, 22 miles; splendid scenchatel, through St Vaast, 22 miles; splendid scenery and roads perfect. Neufchatel to Gourmay, through Forges-les-Eaux twenty-three miles (undulated), thence to Gisors, fifteen miles. From Gisora to Pontoise, to avoid the pave, he must leave the main road, and go through Trie-Chateau, Chaumont-en-Vexin, Loconville, Nenvillette, Mon-neville, Marines, and Montgeroult to Pontoise, twenty-nine miles. All the Vexin province is most curious and interesting. From Pontoise to La Patte d'oie-d' Herblaix, Bezons, Conrtevoie, and Paris, fifteen miles; in all, one hundred and four miles. From Paris to Dieppe, by Rouen: Courtevoie, Bezons, Maisons, through the Foret de St. Germaine to Poissy four the Foret de St. Germaine to Poissy, four-teen miles. La Maladrerie, Ecquevilly, Epone, and Mantes, sixteen miles. This is the best route to Mantes to avoid the pare Rosny, Rolleboise, nice hill up, then down to Bonnieres, Yenfosse, to Petit Val, most picturesque, Vernon, fourteen miles. St. Pierre d'Autils, Le Goulet; a steep ascent, then a splendid run down to Gaillon, nine miles. Unrideable hill out of Gaillon, then down the Cote Ste. Barbe (to be ridden with care, as the Cote Ste. Barbe (to be ridden with care, 'as there is a few yards of pave at the bottom); thence through Hendebouville, Le Vandreuil and Lery, to Point de-l'Arche. Grand view before reaching Pont-de-l'Arche, fifteen miles; thence to Igoville, St. Adrien, St. Ouen, and Rouen, eleven miles (spent a few hours at Rouen); thence to Maranese (spent a few hours at Rouen); thence to Maranese (spent a few hours at Rouen); rived in England. They at once challenged any rick rider to a contest, for from £50 to £500. Only novelists and professional cycle riders can andle money with such recklessness. Temple as accepted their challenge.

According to Senator Morgan, George W.

Trecently presented a bottle of mineral water as a first prize. We will shortly learn of clubs giving a first prize. We will shortly learn of clubs giving a first prize. We will shortly learn of clubs giving a way nice cemetery lots, second hand tombstones, and other what-not.

The semi-annual meeting of the local Inter-Club Road Racing Association, was held at the New one hundred and fifteen miles.—Bicycling News.



## THE NEW YORK BICYCLE CLUB,

We present this week a cut of the architect's design and plans for the new house of the NEW YORK BICYCLE CLUB, to be erected near the entrance of Riverside Drive.

Riverside Drive.

This latest of cycling club houses marks not only still a further step in the growth of the sport in this city, but also a distinctly new era in the life of this "Ancient and Honorable" club.

The history of the New York Club is coincident almost with that of cycling in America. Nearly eight years ago, C. Kirk Munroe, C. S. McCulloh, Kingman N. Putnam, S. D. Smith, Downing Vaux and Wm. Whitlock, adjourned from a dinner of the New York Canoe Club, of which they were all members, to try, at the American Institute Rink. The history of the New York Club is coincident almost with that of cycling in America. Nearly eight years ago, C. Kirk Munroe, C S. McCulloh, Kingman N. Putnam, S. D. Smith, Downing Vaux and Wm. Whitlock, adjourned from a dinner of the New York Canoe Club, of which they were all members, to try, at the American Institute Rink, the new steed, to which all were strangers except Captain Munroe. The enthusiasm born of the first attempt, had its fruit on December 18, 1879, in the organization of the New York Bicycle Club, the beginning of cycling club life in the metropolis. Since then the club has quietly and unostentatiously pursued its way, meeting all the early discouragements, suffering some tribulations; but

with a good healthy vitality, outliving many of its younger competitors, and always free from the bickerings that so often wreck promising organiza-

So free from anything like internal dissensions have the New Yorks been, that in the seven years which ended last December, only four members had occupied the presiding officer's chair, three had served as Secretary and three as Treasurer. With the rank and file, things were somewhat different. Messrs. Munroe and Putnam are still in the honor-

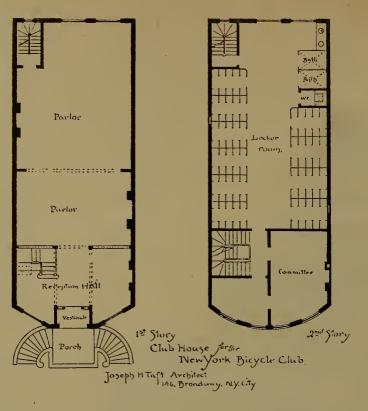
The duties of the pioneer fell early on the New York Club, and from that day to this they have always been ready to take the van to promote the interests of the wheel. They were hardly out of their swaddling clothes before they had presented their first petition to the Park Commissioners, the beginning of the war that has just been carried to a triumphant close by Chief Consul Bidwell. The hostility seemed to have died out when the New Yorks and Ixions joined hands last autumn for a fresh assault, an assault that reawakened the fighting spirit; and which finally resulted in the union of the two clubs, growing directly out of their friendly alliance a year ago. It was the New Yorks too, who joined the Harlem Wheelmen to organize the Alphabetical Association; although the only racing interest they had ever owned was the somewhat nominal membership of A. B. Rich. But of all the initiatory steps the one with most far-reaching results was when they resolved on March 1, 1880, to invite all the clubs in America to meet at New-port for the purpose of forming a National Associ-ation; a resolution that had for its outcome the League of American Wheelmen. In recognition of that service, New York still stands first to-day on the roll of League Clubs, and has always been represented in the councils of the League; although never among the highest offices except when Capt. Munroe was Commander, and later when K. N. Putnam served as Corresponding Secretary

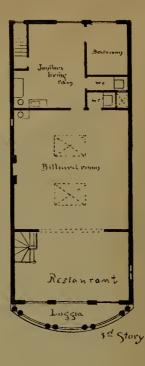
Still another step to the front was made when the club, chiefly at the advice of ex-Secretary the club, chiefly at the advice of ex-Secretary Adams, led the way in 1883 from the cld plaza at Fifth Avenue (round which all the clubs had up to that time, clustered with a desperate conservatism) and established themselves on the West Side; an example which the rest were not slow to follow. Now, after long deliberation, another radical move has been decided upon—this time to the beautiful and growing vicinity of the Riverside rives. And when they go, it will be to a home worthy of its surroundings. Of the beauty of the new house, our cut speaks for itself, and bears eloquent testimony to the taste of the architect, Mr. Joseph H. Taft, a member of the Brooklyn Bicycle Club, and architect also of the Long Islaud Club, and architect also of the Long Islaud Wheelmen's house. Having built the handsomest bicycle club house in Brooklyn, he has appropriately been chosen to design what will probably be for a long time the leading club house in New

The material to be used is red sandstone for the basement and first floor and a special rough brick for the second and third floors; a most effective combination and thoroughly in harmony with the style of architecture prevailing is the neighborhood. The house is to be twenty-five front and sixty-four feet deep, the large wheel room having this full space clear and accommodation for 150 wheels; space clear and accommodation for 150 wheels; while, in case of necessity, a one-story extension can be made the entire depth of the lot, thirty-six feet further, thus bringing up the storage room to a capacity of 250 wheels. The entrance will be by an easy runway, which will open under the front stoop; the latter being approached by a stair curved up from either side to a wide landing, protected by a heavy stone balustrade, From this the door opens on a vestibule, the entrance to the main door opens on a vestibule, the entrance to the main hall, 25x15, with a small reception room, curtained off only by a portiere; while nearly opposite the entrance is a winding oak stairway, which is carried on up to the top floor. At the back of the house is a smaller stairway, running from the top of the house to the basement, and affording passage for the janitor, and also for members when en dishabille or when carrying tools or oil which might soil the parlors.

Behind the main hall, from which it is divided by a wooden screen is a general sitting and smoking room, the central charm of which is to be the great fireplace; and beyond this again the large parlor or meeting room. Between these two rooms a light partition will take the place of a solid wall, a right partition will take the place of a solid wall, formed probably of a great oak beam sprung across at about six feet from the floor, supporting a heavy portiere, the space above which will be filled in with lattice work. The second floor is mainly devoted to lockers and baths with as gen-erous allowance of space as the wheelroom, but at first part of this will be used for a small gymnastic apparatus of pulley-weights, home-trainers, etc. The two rooms at the front are to be either used as committee rooms at the front are to be either used as committee rooms or rented to members for sleeping rooms, as may be found most desirable. The division of the top floor into janitor's quarters. billiard room and restaurant, can be plainly seen in the plan. The last named will be a special feature of the club, the attraction of which it is hardly neces-







sary to dilate upon. The various improvements in baths are now being studied by the committee in charge, with the object of combining in these, as elsewhere throughout the house, the maximum of convenience with simplicity. Another improvement which has been suggested since the plans were adopted, and which will probably be incorporated during construction, is a drying room for the clothes of members after riding.

The enterprise which we have thus sketched became a necessity when the combination with the Ixion Bicycle Club was agreed upon. This was effected during the Spring of this year, not by a formal consolidation, but by the election to membership of the Ixions in a body; for the sake of retaining unbroken the precedence of the New York Club, the only thing which would have induced the Ixions to abandon their own honorable record as an organization. Founded on March 1, record as an organization. Founded on March 1, 1882, by Messrs. F. A. Egan, P. M. Harris, B. G. Sanford, M. G. Peoli and F. D. Howard—all of whom still remain on the rolls, except Mr. Howard, whose sad death will be remembered by many of our readers,—the Ixion Club had a successful career of five years, begun in the historic quarters of 791 Fifth avenue, but the last half spent on the west side of the Park. In their first year they established the Park. In their first year they established an annual road race, which has been maintained with unvarying success; the course being fifteen miles between Yonkers and New York, and the race run on Election Day. In 1885 a fifty-mile club championship was run on Decoration Day to club championship was run on Decoration Day to Tarrytown and back, and repeated in 1886 on the Orange roads. On the path, as on the road, the Ixion colors often have carried to victory such men as P. M. Harris, R. G. Rood. F. S. Ray, W. R. Pitman, E. S. Robinson, F. J. Thayer and F. D. Howard. The Ixions were the first American club to join the C. T. C. (from which they recently retired as a club) and claim to 1 e the only club which since Jappary I 1882 has always "ridden. which since January 1, 1883, has always "ridden the old year out and the new year in." In curious contrast to their racing and general hard road-riding reputation, they have been also famous for

tiding reputation, they have been also famous for their social receptions.

But in spite of so good a record, they admitted the seniority of the New York; and when it was decided to join forces, consented to merge their individuality into that of the older club. Otherwise the union was an equal one. Each club contributed about the same number of members; the New York furnished a certain amount of gray bair and heldness with an average of something. hair and baldness, with an average of something like thirty years, and the Ixion a fresh supply of

Both clubs were in a healthy state, financially

number, it is designed to accommodate 250, a and then, not having got beyond its first chapter, figure which the leading metropolitan club should says, "To be continued."

certainly reach.

One of the conditions of the "combine" was that the uniform, which had just been selected by the Ixions, should be adopted. This was accordingly done, and the members, while left at perfect liberty to select their own suits, if they so prefer, have the privilege to clothe themselves as hand-somely, and withal, as quietly as any club in America, without going out of the club specifica-tion. The cloth for coat and breeches is a gray covert goods (an ideal color, and wearing like iron), with plain black horn or rubber buttons; the cap of the same cloth, with dropped visor, of the shape generally known as "the Boston cap," but really invented by the New York Club years a o, whose selection was approved by the subsequent action of innumerable other clubs in that imitation which is the sincerest flattery. The shirt is a special design, according tastefully with the cloth, the stockon the cap, the peculiar form of winged wheel which, with the black and red colors, has been borne by the New York Club from its founda-

Until the new house is finished—probably about January 1st—the club will retain both the house at 302 West 58th st. and that occupied by the Ixions at 351 West 59th st; the official head quarters being on 58th st, while the social home may be said to center at the other house, where the billiard table remains, and members are moreapt to congregate. The annual dues are \$25, payable quarterly (\$6 a year for non-resident members), which includes League dues, but as there is not much wheelroom left in either of the present houses, such new members as canof the present houses, such new members as cannot be accompdated for the present are to be admitted on payment of the initiation fee of \$10, and their dues remitted until the new house is finished. The officers chosen under the certificate of incorporation just issued are Edward J. Shriver, President; Oscar G. Moses, Vice-President; Frank I. Stott, Secretary; Jas. B. Roy, Treasurer; and Ross W. Weir, Charles A. Dunn, Irving M. Shaw, members of the Board of Trustees.

## VINEGAR AND TAFFY.

Editor of THE WHEEL:

As you were good enough to reprint, on the 8th of July, with an expression of editorial approval, the very favorable review of my book which appeared in Wheeling, it is only fair that you should Both clubs were in a healthy state, financially and otherwise; but the future had to be considered as well as the present. Now the membership roll stands at nearly one hundred, and while the new house can be comparatively maintained by this a page and a half to general abuse of the volume, give some specimens from the opposite sort of re-

says, "To be continued,"

Apparently, therefore, there's lots of fun ahead for those who enjoy slang-whanging of the good old thoroughgoing sort. At the outset, the writer courteously compares me to a murderer, thus: "Mr Lipski, who was recently executed for murder, would doubtless have made many excuses, but that would not have prevented the Home Secretary from permitting the law to take its course; and in exactly the same way we are of opinion that, though Karl Kron has offered apologies for the commission of every literary crime in the volume under notice, he must still be held responsible for them, despite his efforts to 'hedge.' \* \* \* His comments on English cycling matters are jaundiced and prejudiced caricatures, drawn apparently from one cycling publication, which has almost invariably taken the 'wrong side' in every popular movement."

popular movement."

As evidence that the editor has no prejudice against the book because it is American, and is "not singular in his views," he reprints, for a representative American opinion, the remarks of the Boston Herald. "For absolute stupidity, even to bicyclers, this volume must take the prize as being one of the most worthless ever written. It is the work of an idiot, not of a sane man." And so forth, and so on. But another Boston paper, the Advertiser, which stands at the head of the daily press of New England as an authority on literary matters, gave a half column of commendation to the book; and Connecticut's chief daily, the Hartford Courant, praised it umn of commendation to the book; and Connecticut's chief daily, the Hartford Courant, praised it with special reference to its personal style, which the Bi-News denounces as "egotistic." A half dozen of the leading daily papers of this city have pronounced a favorable verdict on the book; while our chief weekly paper, which is devoted entirely to literature, the Crite, gives a third of a page in its current issue to a descriptive review of unqualified approval. It declares the volume "remarkable," "curious," "unique," "well written," "arranged with skill, backed by enthusiasm and tireless patience." "Despite fineness of type, the text is clear and easily read." "The book is emphatically one for the times."

The papers of a dozen other cities have also

The papers of a dozen other cities have also spoken well of the affair, and from these several sources I hope to compile an appetizing collection of "opinions" for use in my winter's campaign. My present edition of circulars and specimen pages is not yet exhausted, however, and I will gladly mail them to any one who applies by postal card for particulars about "X. M. Miles on a Bi."

KARL KRON.

Washington Square, New York, Sept. 13, 1887.

#### THE BICYCLIST'S LAMENT.

Oh, the plaguey loose gravel, That so impedes travel, And makes the rider soon tire; And the very thick dust, That excites his disgust, And makes him so freely perspire.

Oh, Jupiter Pluvius, Have pity upon us, And send us the much needed rain; And we'll never more Thy conduct deplore, And from further comment refrain.

WILLIAM D. KEMPTON.

#### FIXTURES.

September 13, 14.—Tennessee Division Meet at

Memphis.

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. September 22.—Binghamton, N. Y. Race Meet. Sept. 23, 24.—New York State Division Meet at Coopertown, N. Y.

September 29-Allegheny Wheel Club Tournament at Pittsburg.

September 29.-Allegheny Wheel Club, Pitts-

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

Sept. 30-Oct. 1.-Detroit Bicycle Club Races. September 30, October 1.—Detroit Bicycle

Oct. 1.—Poughkeepsie, N. Y. Race Meet.
October 4, 5.—Races at Woodstock, Va.
October 6.—Boston, Chicago Road-Race.
Oct. 16.—Columbia Bicycle Club races, North Attleboro, Mass.

### THE WHEEL AT INTERLAKEN, SWIT-ZERLAND.

### A LONG COAST.

J. A. Lewis, Secretary-Treasurer of the Missouri Division, had a delightful experience at Interlaken, Switzerland. When he reached the place there was no wheel ridden there, but he heard that a local mechanic had made one. He went on a hunt for him and found that he had sent to England for a rim and bearings, and then made the rest him-self. Lewis wanted to hire the wheel. The fellow was self. Lewis wanted to hire the wheel. The tellow was afraid. Ab saw by its movement under his hand that it was a daisy, so he was the more determined to get it, for the roads around Interlaken are beautiful. He asked to be allowed to try it. The owner consented, and wanted to hold the wheel for the mount, he said, for the street was rough. But Ab suddenly shot into the saddle with the pedal mount, whereupon the owner shouted to him he could have it, and made signs showing he believed the American to be Dan Canshowing he believed the American to be Dan Canary in disguise. So Ab got it, and felt like a king.

The next morning the party were to drive sixteen miles to the top of the mountain. Lewis said he would ride with them on the wheel. The native driver would ride with them on the wheel. The native driver laughed at the idea of keeping up with the horses. But the wheelman fell in behind and kept up till within a few miles from the top, when the dozen miles of climbing had told on the rider's legs and he was about "dead." So were the horses, and everybody was walking, But they beat Ab to the top by a few minutes. Although surprised at the cyclist's endurance, yet the driver rediculed Ab's proposition to give him half an hour's start and beat him back to the hotel, which lay thousands of feet below in the valley. The driver cracked his whip and started. Lewis let him get forty minutes ahead, and then throwing his legs over the bars began the longest coast of his life. The road was cut out of the solid rock and kept scrupulously clean, laborers being at work on it every little distance. So he swept around curve after curve, the So he swept around curve after curve, the home-made brake working to a charm It was about sunset, and the laborers were returning to their homes. As the wheelman shot by them like a flash, they had only time to cry "The scout! the scout!" believing him to be from the army, by whom the bicycle is extensively used. But the scout never stopped, and flew on and on until four miles from the hotel, when he put his feet back on the pedals, and beat the driver in by ten minutes. He believes he coasted fully twelve miles. The only thing about the ride he regrets is that he forgot to time himself.—St. Louis Post-Dispatch.

[Special to The World.]

NEWBURG, N. Y., Sept. 12.—A. B. Barkman, W. E. Fuller, F. M. Demarest and C. F. Ackerson, members of the Brooklyn Bicycle Club, arrived in Middletown last evening and left to-day. They left Brooklyn on Saturday, going by rail to the Delaware Water Gap, where they mounted their wheels and came up the valley of the Delaware to Port Jervis, and thence to Middletown. Their route is by the way of Poughkeepsie, Fishkill, Newburg, Greenwood Lake, Morristown and Orange, to New York, where they expect to arrive on next Saturday evening.

#### A NEW ROUTE FROM NEW YORK TO THE ORANGES.

NEW YORK, Sept. 9, 1887.

EDITOR OF THE WHEEL:

Through the kind offices of Karl Kron, I have just been introduced to a route from New York to Newark and the Oranges, new to me, and far superior to any other way of getting there. Cross to Weehawken by the West Shore R. R. Ferry, from 42d st., and take the road which winds straight up the hill and intersects the Bulls Head Road, about a mile from the terry, near the Red Brick Water Tower, made famous by the redoubtable Karl at this corner—where there is a large brewery—turn this corner-where there is a large brewery-turn to the left on very good macadam, and passing the Water Tower the street ends a half mile further on at the Hackensack Plank Road. Here turn to the right and follow this road through the town and down the other side of Bergen Hill, which is rath ac emetery, at which a road forks off to the left, and at the foot of the hill—2 miles from the Water Tower—runs into the Paterson Plank Road, leading to Carlstadt, 5 miles distant. The greater part of this stretch is new macadamized, and some of it in very good condition, while all is easily rideable, either in the roadway or on the footpath. There is a strong contrast between it and the other route to Carlstadt—from Hackensack—which is not three miles sidepath, as given in one of the roadbooks, but 4 miles of the worst sand ever seen. Per Contra, Rutherford is only a mile beyond Carlstadt, of very fair gravel road. From Rutherford the route leads by a short piece of macadam, a mile or so of good plank walk, and about the same distance of ordinary sidepaths to Avondale, where one must keep a lookout for the bridge. Across this and up a short steep grade to the top of the ridge, along which lies Washington ave., one of the finest roads out of Newark, the to the Belleville ave. car stables, and 34 of a mile further to the junction with Bloomfield ave.; the latter can be taken to Bloomfield and Montclair, the belt route for Orange is via Park Ave. called Fifth Ave. in Newark, and starting from the corner of Bloomfield avenue and High street, Instead of using the West Shore ferry, the Red Brick Water Tower can be reached by crossing at Brick Water Tower can be reached by crossing at Fort Lee, riding down the river to Shady Side and there climbing the hill to the Bull's Head Road.

L. A. W., 2449.

### BOWLING WHEELMEN.

SEPT. 12, 1887.

EDITOR OF THE WHEEL:

DEAR SIR:-The season is approaching when bicycle clubs begin to make arrangements to pass the winter evenings in a sociable and profitable way. A good many of the clubs in New York city and vicinity have a number of enthusiastic bowlers in their membership list. Some of the clubs are fortunate enough to have bowling alleys in their houses, but those not having them can find one

Why not form a Bowling League upon the same broad plan as the N Y. and N. J. T. R. R. A., and have a series of games from November 1 to April 1. The club winning the highest percentage

April T. The club winning the nignest percentage of games played takes the trophy.

Have the membershir composed of clubs within a radius of twenty miles of New York City Hall.

Trusting you will publish this, with the call enclosed, and give it your assistance through the columns of Tite Wileel, I remain,

Yours fraternally,

F. I. BINGHAM

To all the Birycle and Tricycle Clubs that may be in-

BICYCLING THROUGH THE VALLEYS. Harlem Wheelmen, to spend the Winter evenings among the various clubs within a radius of New York city. To form a Bowling League the same as the N. Y. and N. J. T. R. R. A., and have a series of games; the club winning the highest percentage of games to take the trophy and keep it.
All clubs that may take sufficient interest in the

above project, are requested to send two delegates to a meeting to be held on Friday evening, September 30. 1887, at 8 P. M., at the rooms of the Harlem Wheelmen, Nos. 102 and 104 West 124th street, New York city.

Fraternally, F. L. BINGHAM,

Acting Sec.

The Long Island Wheelmen have formed a bowling club and will play all comers.

There is a probability that the thousand mile road race will finish at Boston, instead of at Chicago.

We have received an artistic prospectus of the semi-annual meet of the Dakota Wheelmen, to be held at Mitchell, September 28, 29 and 30.

At the Manhattan Games, held last Saturday afternoon at their grounds, L. J. Kolb, of Philadelphia, 80 yards start, won the mile and a half handicap. Time, 4 34 2-5; E. I. Halstead, Harlem Wheelmen, 130 yards, second.

It is early to prophesy, but we have information enough on which to found a belief that there will be a number of trade changes next spring. An old wheelman, a dealer who thoroughly understands the market, is confident that 1888 will be a the banner year for American cycling.

BIG ROAD RIDING.—While at Melford. few weeks since, Messrs. Halstead and Griffiths, of the Harlem Wheelmen, did some tall scorching. Halstead wheeled thirteen miles in forty-seven minutes, and Griffiths in forty-eight minutes; they also rode eight miles in 25m. 40s.

A number of New York wheelmen will visit Albany on the 21st to attend the race meet. will make Albany a stop-over station on their way to the State Camp. A cordial invitation has been extended to wheelmen, and those who attend the races may be assured of a cordial reception and undiluted hospitality.

Mr. George R. Bidwell, of 313 West 58th street, is sole agent for the Rudge wheels The Bicyclette especially is worthy of especial notices. Reardriving safeties are not yet appreciated at their full value in this country; competent judges who have ridden the Bicyclette have become enthused over its easy running and the ease with which hills can be mounted Besides it is perfectly safe, and is just the thing for rough roads and night riding. Mr. Bidwell has also on hand a nice stock of second hand wheels

The Hartford Wheel Club had a lantern parade on the evening previous to its race meet. The procession started at 8:15 from Capitol Park, with Chief Consul L. A. Tracy at its head. The C. C's wheel was embellished with two globe lanterns. Then came a much be-lanterned barouche in which were wheelmen burning red fire. Then followed tandems, trikes and bikes to the number of 125. One tandem was covered by an immense Chinese parasol, with lantern pen-dants. Another had tin parasols decorated with lantern fringes. One bicycle had a mast fastened to its head, from which projected three yard-arms of lanterns. Many houses were illuminated, and colored fires were burned. The parade was a success.

AN HEROIC BICYCLIST .- Mr George A. Paillard, of the Citizens' Club, is the hero of a deed which is a credit to humanity, and which should not be allowed to pass unrecorded by the cycling press. While at Long Branch in August, he went into the surf to rescue a man who was drowning some distance out in the water. He caught hold of the drowning man who was perfectly helpless, and slowly towed him towards shore. Before he had gone far he became exhausted, and the man whom he was attempting to rescue, with a rare exhibition of unselfishness, told me to abandon him and save himself. This Mr. Paillard would not do, and in few moments both sank. At this moment blumns of Tite Wileel, I remain,
Yours fraternally,
F. L. Bingham.

Sept. 12, 1887.

To all the Bicycle and Tricycle Clubs that may be interested:

The following plan has been proposed by the

#### A NEW-OLD WHEEL.

The Cyclist, of August 31st, page 1,168, contains a description of a machine which may interest our manufacturers. The machine, which is named the "Coventry Gentleman," is stoutly defended by an "old-timer," who declares that that wheel of the future must be built on the lines of the "Coventry Gentleman," which first appeared in 1875. The large hind wheel—26 inches—and a comfortable spring are the secret of its success; it has a brake on the hind wheel and is safe, non-vibrating, easy on the hind wheel and is safe, non-vibrating, easy and comfortable. The writer gives further details as follows:
"I would have a machine built as follows:

"I would have a machine built as follows: The machine not to exceed 52in., or otherwise the bow spring cannot be used, as it makes the reach too long, some 38in. or 40in. Hind wheel 26in. with 3/4 in. and 1/2 in. tyre-1, V U solid rims, No. 10 spokes (no lacing), oval backbone, long head, with neck 6in. long from point to point, hind wheel brake, made so that if the cord breaks it goes hard on, or enough to almost stop the wheel. Rake 1 1/2 in. Weight about 35 to 40 lbs.

"A machine built on the above lines will be found to be a really comfortable bicycle for all-round."

to be a really comfortable bicycle for all-round work, and quite safe. The mounting and dismounting is quite easy, and, when mounted, you feel like sitting on a piece of stretched elastic. On a macadam road vibration is certainly almost On a macadam road vibration is certainly almost absent, which is more than you can say of the present safeties. Brickbats and other obstacles, not more than four inches high, can be ridden over with impunity. There is really a feeling of safety, and not that perpetual jarring and pushing at the handles to keep your weight back on the saddle, and prevent yourself being pitched over the machine. The machine, as I have explained it, will not do for that modern fad of vertical action. I saw a safety bicycle the other day in which the peak of the saddle was actually 2 inches over a vertical line drawn through the cog-axle. How the fellow rode it I cannot say, except by leaning forward and pushing himself back by the handle-bar, which was certainly some 12in, or 14in, from the which was certainly some 12in. or 14in. from the saddle. On my machine I can, and do, sit on the saddle without the help of the handle bar. The peak of the saddle is just 3½in. from the socket, and with 1½in. of rake, 5in. from the vertical line, drawn through the front hub, I sit just one third nearer the front hub than the rear one. In an ordinary bicycle, with 16in. and 18in. wheels, the hind wheel jumps on a rough road, and seems to try all its utmost to go the reverse way. Take an ordinary machine and compare the two, and see which looks the most comfortable."

The Missouri Cycle Club of St. Louis has decided to tender a smoker to the St. Louis Cycle Club, to promote mutual good feeling.

St. Louis Wheelmen are arranging a handicap road race for September 24. The prizes offered are valuable, and doubtless some fast men will

If the present arrangement of limiting riding hours from 6 A. M. to 9 P. M. each day is adhered to inthe thousand-mile road race, it is likely some team will be sent over the course after the race, and by riding each day as long as they can, will badly discount the time of the original race, thus making it valueless for advertising or any other purpose.

The Eastern Road Club willl hold its Fall race on Saturday, Oct. 8, starting at 2:30 P. M. Route as follows: (1) Start, Beacon, top of hill back of reservoir, left Hammond, left Ward, left Centre (to Newton Centre), right Beacon, left Woodward and Webster, left Walnut through Newtonville, seven miles. (2) Continue on to left Crafts, right High Left Meady (Waltham) Left Derry right and Webster, left Walnut through Newtonville, seven miles. (2) Continue on to left Crafts, right High, left Moody (Waltham), left Derby, right Cherry, right river, left Auburndale avenue, left Lexington, left Walcott and Webster, left Waltham, right Crafts, to right Washington, and round water-trough at Newtonville, and repeat route number two. Finish in front of Nonantum Club House, Newtonville, nine miles. A total of fifteen miles

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 Míg. Co., of Chicago, will be pleased to send their catalogue on application.



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 applicaion.

## SPECIAL BARGAINS

No. 1.-36x54 Kaugaroo, 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;

No. 3.-51-inch Special Star, enameled, with nickeled trimming, balls to front, silent ratchets; A. 1. order; cost \$130.00;

No. 4.-48-inch American Star, enameled, with polished parts; good order; ... \$75.00

No. 5.-52-inch Humber, enameled finish, balls all round, dropped bars; A. 1. order; cost \$135.00;

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. 1. 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. 1. 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.,

HARLEM 'CYCLE CO.,

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

## ON YOUR WAY TO THE STATE CAMP,

STOP OVER AT BINGHAMTON

FOR THE

FIFTH ANNUAL

## RACE MEET

TOURNAMENT

## Binghamton Bicycle Club.

ON THURSDAY, SEPTEMBER 22d, 1887.

At Riverside Park.

## LIST OF EVENTS:

1-mile Novice.

1-2 mile Dash, open. •
1-2 "Boys under 16

Boys under 16.

New York State Championship.

6.45 Class.

Lap Race, open. Binghamton Wheel Club.

Handicap, open.

Consolation.

Entries close Sept. 20. Entrance Fee, 50 cents for each event, and should be sent to

F. J. BAYLESS,

Binghamton, N.Y.

## No. 18 John Street, New York. SPECIAL DESIGNS WITH ESTIMATES FOR PRIZES

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

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CORRESPONDENCE INVITED.



SPEEDY—EASY TO RIDE.

BEST MATERIAL—HEADERS IMPOSSIBLE.

SAFE—LOW PRICES—BEST HILL CLIMBER.

SAFEST COASTER MADE.

## T. G. CONWAY COMPANY, Limited,

General Agents New York and New Jersey,

No. 20 Warren Street, New York City.

East Hartford will enjoy a race meet to-morrow afternoon.

The B stonians are arranging a ladies' cycle tour to Marblehead.

The Prince of Wales is riding a trike to reduce his weight to the proportions which made him so proud of it twenty years ago.

The annual fall outing on the Charles River of the Boston Club will be held next Sunday. There will be aquatic sports and a lunch.

We learn that Gillette, the good playwright and bad actor, took a severe header from his wheel while trying to "make" a train. Gillette should confine himself to making plays.

Active measures are being taken in England to form cyclists' volunteer battalions. Lieutenant-Colonel Savill, has just issued a pamphlet containing all the information and suggestions as to the formation of the battalions.

The cabled announcement that the Prince of Wales uses a tricycle will not cause a stampede among our Anglo-maniac dudes. They will imitate his gair, his gaiters, and the style in which he wears his hair, but they draw the line at beastly personal exertion, you know.

We were given to understand on the "highest authority" that Howell would certainly come over to race Rowe. Later on, on equally altitudinous authorization, we were led to believe that the strong boy of Lynn wou'd embark last Saturday, and according to all precedent, at this very moment he should be on the high seas wishing he were a dead man. Yet, alack, he sailed not. We have placed the matter in the hands of the Pinkerton Agency, the eagle eyes of whose multitudinous minions will watch each out-going steamer, that we may earliest inform our readers, which is the only object of our existence. In order to fully only object of our existence. In order to fully cover the case we will state the following: Rowe was to have sailed on Saturday last. Rowe has sailed. Rowe did not sail. Rowe should have

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 cata-

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

BICYCLECLUB

The Minnesota State Meet will be held September 15 and 16. On the 16th, races will be held around Lake Harriet.

#### PARTNERSHIP.

Whereas, by bill of sale duly executed, ac-knowledged and delivered on the eleventh day of knowledged 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. 38 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: ing 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,
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 severally acknowledged to me that they executed the same.

(s) . RICHARD TONE PETTIT, Notary Public (No. 18), City and County of New York. Only a Limited Number Made Every Year.

## **₹ULL 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.

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## 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.

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BAY STATE PANTS CO., 30 Hawley Street, Boston, Mass.

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MANUFACTURER OF

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IN SILVER AND GOLD.

At Satisfactory Prices,

## Columbia Bicycle Shoe.



Columbia Bicycle Shoe

Black Leather, \$4.00; Russet Leather, \$4.5. Lightest and Best Shoe in the Market. POPE M'F'G CO., 12 Warren Street, New York.

#### We have a fine lot of Second-Hand Wheels



MANY FULLY EQUAL TO NEW AT LOW PRICES.

CALL OR SEND FOR LIST.

Specialty in Exchanging 2nd-Hand Owheels

FOR NEW RAPIDS, NEW MAILS, QUADRANTS, SPARKBROOKS, STARS, VICTORS, OR ANY OTHER MAKE.

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## NEW RAPID ROADSTER AND LIGHT ROADSTER,

The Only True Tangent Wheels Made.

ONE-PIECE DETACHA LE HANDLE BAR, BALL BEARING HEAD.

## ALSO FOR THE CELEBRATED QUADRANT CYCLES:

No. 15, Tandem. No. 8, Gentleman's Single. No. 14, Ladies'.

The Best Hill Climbers of the Age! Nothing can Approach Them!!







NEW RAPID ROADSTER.

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SEND FOR OUR
LIST OF BARGAINS.
LATEST ISSUE OUT
SEPT. 1st, 1887.

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Our stock of machines cannot be approached by any dealer around here for PRICE, CONDITION and VARIETY. All who contemplate purchasing had best do so now while there is such a choice, and while prices are so low. Many of our wheels are selling at cost to us in order that we may make a quick clearance sale, as we need the room for our stock of PROCTOR PAT. TOBOGCANS, for which we are Sole Agents for New York and surrounding territory.

NEW YORK BICYCLE CO.,

Entire Change of Management,

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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 thotoughfares, 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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Proprietors.

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New Rapid, Champion, Star and other Bi-cycles 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.

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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.



It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion.

The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.

As this is swallowed, it co-operates with the other fluids in the digestive tracts in accom-plishing the chemical changes which prepare our nutriment for assimilation.

I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial. R. Ogb. Doremus, M.D., LL. D

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.

## FOR SALE AND EXCHANGE.

51-in. Columbia Light Roadster; '85 pattern with '86 improvements. Been run only 500 miles; in fine condition; Butcher Hub Cyclometer. Howard F. Smith, Gloucester, Mass.

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.

POR SALE.—50-in. Expert, full nickeled, good condition, \$83. Apply next Sunday, Ferguson's stable, 53d st, near Sixth ave., between 3 and 5 P. M.

FOR SALE.—Finest assortment second-hand machines in the city. Experts \$60 to \$95, Victors \$80, Columbia Light Roadsters \$100, Stars \$70 to \$110, etc., etc. Also a lot of cheaper wheels, different sizes, in excellent order. Prices never so low as now. It will pay you to call and examine our stock Complete list out September 1st. Special offers for two weeks only. New York Bicycle Company, 38 Park Place, New York.

56-in. Standard Columbia, ball bearings front, to exchange for a Safety, 54-in. ordinary, or a tricycle. W. B. Dodge, Millville, Mass.

COR SALE—A Standard Columbia; 52-in. In good condition. New tire on front wheel. Will sell cheap. H. G. Weidenhamer, Box 21, Watsontown, Pa.

OR SALE—48-in, Star. Latest design: hollow framing; balls to front wheels; hollow rims; cost \$140. Ridden very little. Address H. G., P. O. Box 1516, New York.

COR EXCHANGE—52-in. Champion, balls all round, for 52 or 53-in. Light Roadster, Apollo preferred. W. Dearden, Trinidad, Colo.

FOR SALE—A 52-in. New Rapid Bicycle; full road-ster; 1886 pattern; weight, all on, 44 lbs.; prime condition; sold for want of use. Address F. L. Bing-ham, 49 to 51 Rose st., N. Y. City.

FOR SALE OR EXCHANGE—Cripper Tricycle; hollow rims and frame; tangent spokes; all ball; automatic steerer; cost \$185, sell for \$90, or exchange for 54 bicycle. F. S., 204 Market st., Newark, N. J.

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(`ENUINE HUMBER TANDEM—Beeston & Co.— I good as new, for \$175 cash, or one-half cash and one bicycle, or two bicycles, standard makers, 46 and 50-in. P. O. Box 1734, New York.

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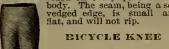
BICYCLE, TENNIS. YACHTING and ROW-ING JERSEYS,

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.

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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.



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

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.

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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 Worsteds. Receing 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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The lightest and strongest Road Bicycle Shoe made; verage weight 10 to 12 cz.

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All shoes made of the best Black or Russet Kangaroo. I am the only manufacturer using genuine Kangaroc.

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# BARGAINS! BARGAINS!

Fall Clearance Sale of Second-Hand Wheels, taken in Exchange for

## NEW MAILS

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 (good as new), \$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 (good as new), - 55	55-inch New Mail, 75
51-inch Royal Mail, 60	56-inch Rapid (really new), 85
52-inch Sanspareil (bargain), 40	56-inch Challenge, 50
5 -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 (New), - 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

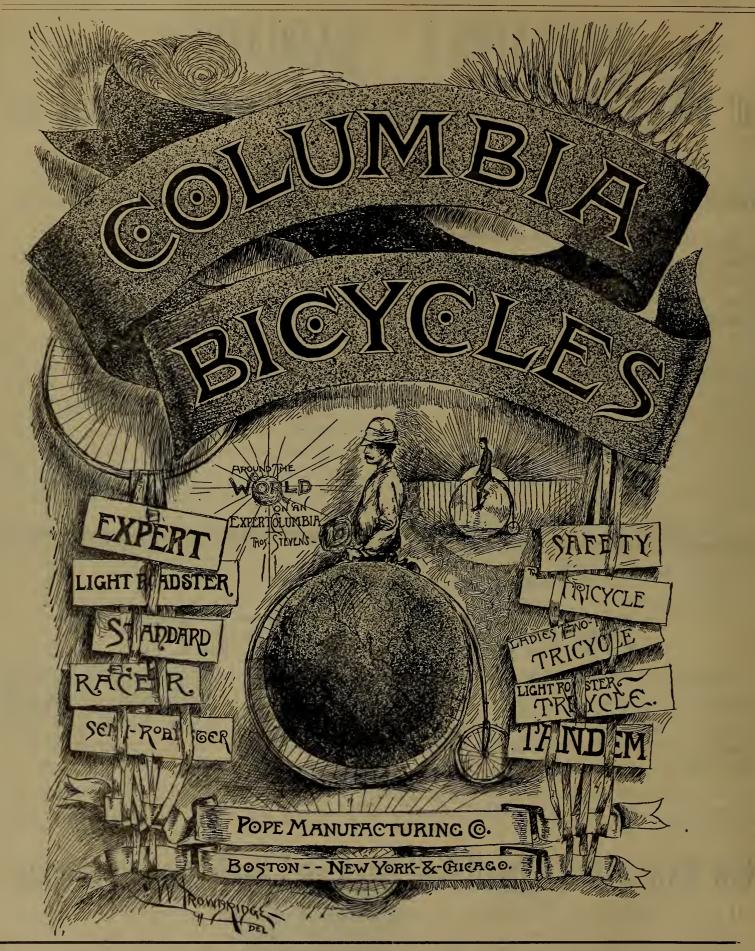
# New Mail, with Trigwell Ball Head and Perfection Backbone,

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,

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