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**THE WHEEL**  
A JOURNAL OF CYCLING  
AND RECREATION.

VOL. XII.—No. 20.]

NEW YORK, AUGUST 12, 1887.

[WHOLE NUMBER, 306.]

And, Still, There's More to Follow!

*EACH MAIL BRINGS US NEW ONES!*

READ THESE TWO;

THEY ARE WORTH IT.

THE GORMULLY & JEFFERY MFG. CO., Chicago, Ill. :

*Gentlemen :*

Permit me to quote from the *Bicycle South*, of May, 1886: "A beautiful sample of Gormully & Jeffery's new wheel, the American Champion, has just been received by the local agent, Col. E. C. Fenner. It is a full-nickeled, 53-inch, of exquisite proportion and workmanship. A personal examination of this worthy candidate for favor only confirms the opinion formed by the accounts which had preceded it. All the best principles of modern cycles are embodied in it, together with many special features controlled entirely by its manufacturers. Truly it is a mount to be coveted, and its possessor will be a subject of envy until the Champion has reached the high popularity on our roads which it is certainly destined to attain."

As the author of the above passage, being at that time editor of the *Bicycle South*, I wish to add my confirmation of everything set forth therein. Shortly after the appearance of that article I sold the wheel I was then riding and became the fortunate possessor of the identical wheel referred to. Since then I have covered some three thousand miles, and gladly testify to its superiority in many respects while it certainly holds its own on every point where it is brought into comparison with other wheels.

There is one feature upon which I wish to particularly congratulate your factory. The excellence of the nickel-plating upon the "Champion" I ride certainly speaks volumes for this class of work turned out by you. No later than some three weeks ago I have been taxed with having my wheel overhauled and certain parts re-nickeled, when in fact nothing had been done except to give the wheel an ordinary cleaning, which it was sadly in need of at the time.

The overwhelming popularity of your wheels in this part of the country is a sure indication of their worth, while the energy and enterprise displayed by you in adding all late improvements which tend to benefit riders is a guarantee that you will always be in the front rank of American manufacture.

Yours very truly,

WM. W. CRANE.

MESSRS. GORMULLY & JEFFERY,

*Gentlemen:*

It affords me great pleasure to state that I have been riding one of your latest American Light Champions of 1887. I have been riding it since April 1, doing an average of 10 miles a day, and have not had it in the shop yet. My machine is full nickeled and is in the same condition as the day it came from the factory. I have been caught in the rain and found no difficulty in restoring the original brightness with a dry cloth. I am pretty hard on a machine, and to stand the test that I have given the "American Light Champion," the machine must be a "champion" in the true sense and meaning of the word. The American Light Champion is a strong, durable and neat machine, and just the thing for a cyclist to own.

I have not used any of the other makes, but I have been watching them, and can plainly discern that the rider is by no means as comfortably fixed as those who ride the Champion.

The cobble-stone saddle will always speak for itself on rough roads.

The majority of the 150 riders down here use Champions—the Champions are three to one of other makes—and the roads are by no means good ones for any machine. Yet the Champion gets over them with no trouble or expense of breaks.

Yours, &c.,

A. E. OLIVEIRA.

Truly evidence of the foregoing character is sufficiently convincing to satisfy the most skeptical. If you are interested, send for Catalog.

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

N. B.—We also manufacture the longest line of Sundries in the market.





# JUDD MANUFACTURING CO.,

101, 103 & 105 WEST 36th STREET, NEW YORK.

The Oldest and Most Reliable Athletic Furnishers Up-town.

SUPPLIES FOR

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



## WHEELMEN, ATTENTION!!

For a one-dollar bill we will make to order and send you postpaid an elegant pair of Bicycle Hose in any color you may desire. Dealers charge \$1.50 for hose not nearly as good in quality as ours. In ordering mention size of shoe worn, color desired, ribbed or plain.

R. AUSTRIAN,  
HOSIERY MANUFACTURER,  
Reading, Pa.  
Special prices to clubs.

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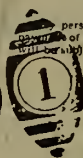
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New York City*



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Original Designs  
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POPULAR PRICES.

Correspondence Solicited.

Send 3 two-cent stamps for illus-  
trated catalogue and price list.

# THE STAR.

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

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

ROSEVILLE, N. J., JULY 4TH.

STAR first and second in 1-mile Novice.

" " second and third in 1-mile STATE CHAMPIONSHIP

" " " " " 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.

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

WILKESBARRE, PA., JULY 4, 1887.

STAR 1-mile Novice.

WON 2-mile 6.45 Class.

1/2-mile Boys' Race.

FIVE FIRSTS: 1-mile STATE CHAMPIONSHIP.

3-mile " "

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

STAR FIRST in 1-mile Open.

" " in 1-mile Class.

" " in 2-mile STATE CHAMPIONSHIP.

ST. LOUIS, JULY 10, 1887.

THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Crank, 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.



## BIG BARGAINS.

1, Coventry Rotary Tandem, 1886 pattern, hollow rims, tangent spokes, ball bearings, cradle springs, lamp and bell. In fine order aside from wear of tires. Price \$95.00.

1, 54 New 1886 pattern American Rudge, never mounted. Enamel and nickel finish. "Fish" saddle and bag. Cost \$112.50; will sell for \$90.00.

1, 54 Harvard, standard finish, ball bearings, drop bars, new tires, good condition. Price \$50.00.

1, 50 Otto Special, standard finish, good order, "Fish" saddle and bag. Price \$30.00.

1, 36 Kangaroo, geared to 54, suited to rider of 52 or 54, ball bearings, long distance saddle, foot rests, etc., used only four months, good condition. Price \$60.00. Big bargain.

1, Premier Trike, balls, lamps, etc., good condition, \$50.00.

The above machines are sold to make room for manufacturing saddles; and are not "wrecks" sold for a purpose, but are as represented.

Sent C. O. D. upon receipt of cash amount of charges both ways.

APPLY TO

WM. L. FISH & CO.,

69 Roseville Ave.,

Newark, N. J.

## FOR SALE, EXCHANGE, WANTS.

WANTED—A 53-inch Columbia Expert, or other standard make wheel. All nickeled preferred. Best offer accepted. U. P., P. O. Box 2922, New York.

FOR SALE—50-inch Standard Columbia Bicycle, nickel and enamel, balls to front, cones rear. Good order. \$35. Rieneck, Box 102, New Brunswick, N. J.

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

FOR SALE—A Facile Bicycle in good condition; used but little. Price new \$130; will take \$80. For particulars address Wm. J., Jr., Asheville, Box 308, N. C.

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.

WANTED.—One 52-in. Expert Columbia and one 52-in. Standard Columbia. State condition of wheels and particulars. Address Willard Hamman, Millwood, Kos Co., Ind.

FOR SALE.—A 50-in. Standard Columbia Bicycle in good condition. Price \$25. Want a larger wheel is why I sell. Write at once for description. Nelson A. Bradt, L. A. W. 15632, Johnston, N. Y.

FOR SALE.—1 52-in. Sparkbrook Special Bicycle; King of I. R. lamp; \$90. 1 Crimper 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.

WANTED.—47-inch Columbia Light Roadster in exchange for stand and gold watch and cash. FOR SALE CHEAP.—52 inch Standard Columbia. Box 75. Wappingers Falls, N. Y.

FOR SALE.—50-inch Standard Columbia Bicycle in fine order. Ball and cone bearings. Good reason for selling. Price \$60.00. Write for description to Bert K. Perry, Buffalo, N. Y.

FOR SALE.—52-in. Expert Columbia, full nickeled, excellent condition, \$90.00. "Expert," Box 444, New York.

FOR SALE.—A 50-in. American Ideal Bicycle, with bell, tools, etc.; all nickeled except front rim. Price \$40.00. August Kinne, Richfield Spa, N. Y.

FOR SALE.—56-in. Standard Columbia; good condition; ball bearing front, full nickeled, except rims. W. B. Dodge, Box No. 6, Millville, Mass.

WANTED.—A bicycle—50-in. Expert Columbia; state particulars. W. F. R., 337 Clinton st., Brooklyn

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list, containing many genuine bargains, to the Coventry Machinist Co., 239 Columbus avenue, Boston.

## BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

## KEY TO DESCRIPTION.

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

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

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

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
43	35	Invincible Safety,	\$135.00	\$75.00	4	2	2
44	36	Kangaroo Safety,	130.00	60.00	4	2	2
45	50	Standard Columbia,	90.00	50.00	5	4	4
46	55	Rudge L't Roadster,	156.50	80.00	4	2	4
47	54	Expert Columbia,	127.50	85.00	4	2	4
51	52	American Rudge,	112.50	75.00	4	1	4
57	56	American Club,	150.00	75.00	2	1	2
71	54	Columbia Expert,	127.50	75.00	Hlf.Nkl.	2	4
80	44	"Facile,"	130.00	70.00	4	1	5
87	55	Spalding Racer,	140.00	50.00	4	1	4
90	52	Royal Mail,	137.50	80.00	3	1	4
91	50	English,	100.00	40.00	5	3	3
95	55	Spalding Semi Racer,	140.00	55.00	4	1	4
96	55	"Racer,"	140.00	50.00	4	1	4
98		Spark'b'k Hum. Tdm.	255.00	200.00	4	1	2
99		Col. 2-track Tricycle,	160.00	110.00	4	1	2
106	50	Special Columbia,	120.00	50.00	5	3	4
117	51	Special Star,	160.00	95.00	4	2	4
118	48	"	115.00	75.00	3	2	4
120	54	Imperial Challenge,	150.00	80.00	1	2	4
123	52	Sanspareil,	127.50	85.00	4	2	New
124	52	Sans. Light Roadster,	137.50	90.00	4	2	4
125	42	Special Star,	120.00	80.00	4	1	1
130	51	Special Star,	125.00	85.00	3	3	4
131	51	"	120.00	80.00	4	2	4
132	54	Columbia Expert,	145.00	85.00	1	2	2
134	52	Standard Columbia,	92.50	50.00	4	4	4
135	56	Sanspareil,	130.00	70.00	4	1	2
136	51	Special Star,	130.00	95.00	1	1	1
137	42	Standard Columbia,	90.00	40.00	3	4	4
139		Quadrant Tandem,	275.00	225.00	4	1	1
141	54	Columbia Expert,	140.00	95.00	1	1	1
142		Col. 2-track Tricycle,	165.00	110.00	4	2	1
143	56	Humber L't Roadster,	150.00	55.00	4	2	4
146	56	Columbia Expert,	132.50	85.00	4	2	4
148	50	Standard Columbia,	100.00	55.00	4	3	4
149	51	"Special Star,"	135.00	90.00	3	ball	4
153	52	American Rudge	112.50	75.00	4	2	2
154		Col. 2-track Tricycle,	165.00	110.00	4	2	1
156	56	Victor ('86 pat.),	132.50	100.00	4	1	1
157	46	Standard Columbia,	85.00	50.00	5	3	4
158	48	"American Star,"	90.00	50.00	5	3	4
159	54	Standard Columbia,	110.00	60.00	1	3	4
160	53	Royal Mail,	140.00	85.00	3	1	1
161	54	Rudge L't Roadster,	145.00	105.00	4	1	1
162	45	Special Star,	65.00	70.00	4	1	2
163	51	"	70.00	70.00	4	1	2
164	56	Columbia Expert,	150.00	110.00	1	1	1
166	50	Ideal,	80.00	40.00	5	4	2
167	50	Premier,	110.00	85.00	4	2	1
168	56	New Rapid,	152.50	110.00	3	1	1
170	56	Victor,	132.50	105.00	4	1	1
171	53	Col. L't Roadster,	137.50	100.00	4	1	1
174	50	Sparkbrook,	135.00	85.00	3	2	2
176	54	University,	137.50	120.00	4	1	1
178	52	Sparkbrook,	137.50	120.00	4	1	2
179		"Crimper Tri.	130.00	125.00	4	1	2
180		"Hbr. Tandem,	260.00	225.00	4	2	1
182		"Crimper Tri.,	180.00	140.00	4	2	1
183	58	Columbia Expert,	165.00	100.00	1	1	1
184	50	British Challenge,	120.00	65.00	3	2	2
185	52	Humber,	130.00	70.00	4	1	2
188	52	Victor Tri. (3-track)	180.00	75.00	4	1	1
192		Cunard Tandem,	250.00	150.00	4	1	1
195		Sparkbrk Hbr. Tdm	265.00	200.00	4	1	5
196		Genuine	250.00	200.00	4	1	1
198	52	American Club	160.00	75.00	2	1	5
199		Genuine Hbr. Tdm.	250.00	180.00	4	2	4
200	42	Standard Columbia	80.00	30.00	5	4	2
201	48	"	87.50	40.00	5	4	3
202	50	Challenge	95.00	50.00	3	2	2
203	54	Mail	110.00	65.00	4	1	1
207	51	Special Star	130.00	85.00	3	3	2
208	48	American Star	90.00	30.00	5	5	5
209		Columbia Safety	140.00	105.00	4	1	1
210	56	Harvard Special	145.00	85.00	3	2	1
211	50	Sanspareil	130.00	80.00	1	1	1
212	54	Mail	110.00	65.00	4	2	4
213	52	British Challenge	135.00	60.00	3	1	4
214	52	American Rudge	112.50	80.00	4	1	2

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CAN YOU BEAT THESE PRICES?

OUR LIST, August 10, 1887.

- No. 2.—56-in. Harv. Plain bearings. Price \$45.  
 No. 6.—52-in. St. Col. Nickel except rims. K. of R. lamp, bell. Good cond. Price \$56.  
 No. 9.—52-in. Exp. Col., balls all over. Wonder saddle, full nickel. Prime cond. Price \$90.  
 No. 14.—52-in. Club. Full nickel, ball wheels. Good cond. Price \$65.  
 No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Price \$95.  
 No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$83.  
 No. 28.—Coventry Club Tandem. Side steerer. Good cond. Price \$175.  
 No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.  
 No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Price \$75.  
 No. 36.—48-in. Star. Good cond. Price \$50.  
 No. 40.—52-in. English Excelsior. Price \$45.  
 No. 41.—Rudge Rotary Tandem. Balls to wheels. A bargain at \$85.  
 No. 44.—46-in. Am. Safety. Hardly ridden. Good as new. Price \$56.  
 No. 45.—48-in. Harvard. Enam. Balls to both wheels. Good cond. Price \$60.  
 No. 26.—52-in. Singer. Enam. Price \$20.  
 No. 47.—54-in. Club Racer. Prime cond. Price \$40.  
 No. 48.—44-in. Crypto-geared Humber Tandem made to order. Cost \$325. Price \$200. Fine cond.  
 No. 49.—52-in. Specially built Rudge L. R. Perfect cond. Price \$110.  
 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. 54.—51-in. Am. Star. Nickel except rims. Big bargain at \$56.  
 No. 55.—54-in. Rudge L. R. '86. Enamel with nickel trimmings. Balls all over. K. of R. Lamp. Bell. Ridden but 100 miles. Good as new. Price \$115.  
 No. 56.—54-in. Rudge. Nickel with enam. wheels. Balls all over. A bargain at \$67.  
 No. 57.—50-in. Rudge. Nickel with enam. wheels. Balls to wheels. Price \$55.  
 No. 58.—36-in. Kangaroo. Balls all over. Price \$56.  
 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. 63.—54-in. Exp. Col. Enam. with nickel wheels. Good cond. Big bargain at \$60.  
 No. 64.—52-in. Rudge L. R. Enam., balls all over. Cowhorn bars. Price \$56.  
 No. 66.—42-in. Ideal. Prime cond. Price \$30.

## This Week's Bargains.

- No. 67.—54-in. Exp. Col. Enam. Fine cond. Price \$70.  
 No. 68.—3-track Sparkbrook tricycle. Double gear. Two lamps and bell. Price \$100.  
 No. 69.—53-in. Special Harv. Enam. Dropped bars. Price \$65.  
 No. 70.—56-in. Royal Mail. Balls all over. Enamel. Cowhorn bars. Price \$80.  
 No. 71.—52-in. Am. Safety. Price \$56.  
 No. 72.—50-in. Stand. Col. Enam. Price \$45.  
 No. 73.—54-in. Special Col. Enam. Price \$40.  
 No. 74.—48-in. Special Otto. Fine cond. Bargain at \$40.

Our charge is ten per cent. commission, which is not to exceed \$15 nor be less than \$5.

WETMORE & CHESTER,  
 49 Cortlandt Street, New York.



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THESE POINTS BEFORE BUYING A

## Bi CYCLE Tri

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

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

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

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

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

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

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

**THE NEW RAPID**, although on the American market for two years, has never known a broken backbone, spoke, handle-bar, back or front fork, or buckled wheel.

**THE NEW RAPID** is fitted with Pear, T or spade handles; Lilli-bridge, Cobblestone or Kirkpatrick Saddle.

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

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

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

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

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

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

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

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

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

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

IT WILL PAY YOU TO SEND FOR CATALOG.

Agents Wanted in Unoccupied Territory.

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





—AND—

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### TRANSPORTATION NOTICES.

CENTRAL VERMONT RAILROAD CO.

Passenger and Baggage Department.

Special Notice No. 8.—Instructions to Station Agents and Baggage Masters:

On and after June 10, 1887, Bicycle will be received and forwarded in baggage cars at the rate of 50 cents each bicycle, for any distance under fifty miles, and for longer distance, at the rate of ½ cent per mile in addition to the 50 cents for the first fifty miles.

When tricycles are offered for transportation, you will refer party presenting same to Express Companies or freight department. Tricycles should never be received for transportation in baggage cars.

HERBERT BRAINERD,  
 General Baggage Agent.

(Signed.) S. W. CUMMINGS,  
 General Passenger Agent.

Yours truly,

G. R. BIDWELL,

For Com. on Transportation.

ST. ALBANS, June 8, 1887.

"Through the efforts of Charles A. Sheehan, Secretary of the Manhattan Bicycle Club, New York city, the Iron Steamboat Co. of New York have been induced to remove the tariff heretofore charged for carrying bicycles on their steamers. Therefore from this date wheels will be carried free on the steamers on their Long Branch and Coney Island routes, continuing through the season of 1887." Yours respectfully,

(Dictated.)

G. R. BIDWELL.

### PEDAL AND PATH.

The Evening Post Association, Hartford, Conn., sends us a copy of "Pedal and Path," a 244-page book, wherein George B. Thayer, of Hartford, details a tour a-wheel from Hartford, Conn., to San Francisco.

The preface is homely but sensible, and gives us a keynote to the book, which we should judge to be an ordinarily interesting account of Mr. Thayer's wheel experiences. The author was induced to tour to dissipate "a feeling of discontent with the monotonous routine of a dozen years' close confinement to mercantile life." Who of us have not experienced this same feeling? How many thousands, aye, hundreds of thousands are tired to death of the dry-as-dust drudgery of business life. The same thing over, day in and day out, and the worst part of it is that most of us have contracted such responsibilities, that there is no such possible thing as "throwing it all to the dogs."

However, to return to Mr. Thayer. The transcontinental traveller had taken little dips into

rural delights, but these only served to whet the appetite, and so the great journey was attempted.

The tour a-wheel was 4,239 miles long, passed through twenty-three states and territories, and occupied seven months. Altogether, 11,000 miles were traversed by wheel, boat and train. Stops of from one day to three weeks were made at the principal cities.

The special points of interest visited were: Hudson River Highlands, Catskill Mountains, Niagara, Pike's Peak, Salt Lake, Tahoe, the Calaveras Big Trees, Yosemite Valley, the California Geysers, Monterey, Columbia River, Shoshone Falls, Yellowstone Park, Black Canon, Royal Gorge, and Marshall Pass.

The publishers are the Hartford Evening Post Association.

### NEW YORK CLUB'S MILEAGE.

The New York Club members have been out in force during the hot days of July judging from the month's mileage, 13,015. This will compare more than favorably with the mileage for July, '86, 5,472 miles, or with that of July, '85, 4,586 miles.

Some of the big mileages—to August 1—are held by the following gentlemen:

Joseph M. McFadden, 1,475; F. M. Daniels, 1,340; J. H. Hanson, 1,182; E. J. Shriver, 846; Harry M. Archer, 791; E. M. English, 688; A. L. Paynter, 772; A. J. Patterson, 584; F. W. Kitching, 585.

The biggest mileage of the month is credited to Jos. M. McFadden, 473 miles; Harry M. Archer comes next with 248; J. H. Hanson, 199; E. J. Shriver, 162; A. L. Paynter, 173; F. M. Daniels, 120; F. H. Kirby, 119, and James B. Roy, 116. Two long one day rides were: E. J. Shriver, 103 1-2, and J. O. Jiminis, 101 1-2.

### THE RIVERSIDE WHEELMEN.

THE EDITOR OF THE WHEEL:—The Riverside Wheelmen is the name of a new bicycle club, with headquarters at 108th street and Western Boulevard.

It has a membership of about twenty, most of whom are members of the L. A. W., and this memberships is increasing rapidly. The situation of the club house is unsurpassed, as it is within fifty yards of Riverside Drive and within two blocks of the Central Park. The initiation fees are small and the dues but \$1 per month.

The officers are: J. L. Miller, President; C. Dorr, Vice-President; E. A. Powers, Secretary and Treasurer; A. F. Menge, Captain. SEC.

### THE MASSACHUSETTS MEET.

On the 3d of August, four Gothamites, in search of a sensation, started eastward on a pilgrimage.

One was a high League official, and the others were Long Island Wheelmen.

Impressed with the glittering attractions programmed for the meet of the Massachusetts Division, L. A. W., they ordered the Captain of the Pilgrim to make his course in the direction of Cottage City, M. V.

A little matter of accommodation for the other guests on the Pilgrim induced our party to leave at Fall River, and travel to their resort by other channels.

Thursday morning, at nine o'clock, the gorgeous yellow and black blazer and spotless white flannel breeches of the Chief Consul of Massachusetts were sighted from the steamer, and fifteen minutes later we were in the arms of Bassett, Kendall, Howard, Corey, Davol, Slocum and the rest of the jolly boys, who keep the L. A. W. from falling off the Hub, while the universe is in motion.

At Cottage City two more Long Island Wheelmen joined the party, and the ball was duly opened with libations.

After disposing of the meeting of the Massachusetts Division, at which a prominent object of attraction was the graceful and unique attitudenizing of the C. C.'s legs, under the table, we proceeded to get in order for the clam-bake at Katama.

This was alleged to be a Providence River clam affair. Davol, who keeps himself and part of his wheel in Rhode Island, denounced the injustice of the statement all the way down to Katama, and the rest of the party denounced it all the way back.

The only really excellent feature of this trip was the comfort experienced in the Mann Boudoir cars with which the railroad line from Cottage City to South Beach is equipped.

Returning from the clam-bake, all parties indulged in the seductive swim, and displayed the bicycle development to the envy and discomfiture

of the blazer tennis dudes, and the admiration of the girls.

Friday was the great day of the meet. The parade in the morning, when all the girls assembled on the bluff and looked sad because they had to be alone. The races in the afternoon, where the Springfield Roadster representative became uncontrollably joyous at the success of his machine. Track poor, time over four minutes, and, luckily, no falls. After the races, Dr. Tucker (No. 59) Selectman of the city, entertained a few of the representative wheelmen at his beautiful residence. Perhaps no further suggestion of the nature of the entertainment is needed than to remark that when, shortly after imbibing, the Dr. conducted us to the tower of the house, two of our company, one actually a New York man, fell up stairs!

In the evening, the grand reception of the Martha's Vineyard Club to the L. A. W. was given at the Sea View. The ladies were, as ever, lovely, and Fritz and the Dr. were gallant and devoted, as usual. A good old gentleman from St. Louis read a story (serial) at C. C. Hayes, and we were sorely afraid lest Hayes, thinking upon his St. Louis trip last May, might fall into a reminiscent mood and astonish the old gentleman; but he kept his mind fixed upon the yellow and black blazer, and was safe.

Like all good things, the ball finally closed, but not until all the sojourners at Cottage City had ample opportunity to judge what bicycling accomplishes for the human leg.

Saturday, at 8 o'clock, the steamer Island Home excursioned to Nantucket. All of our party had heard thrilling accounts of the wild whirl of excitement characteristic of that ancient island, which every one calls "quaint," so we put aside our spare cash, locked up our watches, buttoned up our overcoats, and started out armed. Fritz, who was the most courageous man in the party, took his baggage, intending to stay a month.

The ocean trip is glorious, and after two and one-half hours we reach Nantucket, and find—peace, real, actual, undeniable, absolute, undisturbed quiet, so powerful that it rises right up and strikes you, as with a sand club. The advertisement says that people must sleep when they come to Nantucket. This must be the principal amusement, for nothing else is possible. After a sad and exhausting parley, we purchased a horse and wagon for one dollar and fifty cents, with permission to kill the horse and break the wagon. Unfortunately only one whip and no dynamite went with the rig. Expectant, yet apprehensive, we essayed a start; the horse had only been educated up to a slow walk, and was totally unacquainted, except with frequent and prolonged halts. Nep, who was with us, wielded the whip, and yelled with admirable persistency for three-quarters of an hour, but it availed us nothing, the horse was unimpressible.

For the benefit of wheelmen, I may say that the streets of Nantucket, where they are not paved with grossly inconsistent cobbles, are eight inches deep with sand.

We saw the old mill, which has been in constant use since 1767, but at the earnest solicitation of the Congressman, refrained from carving our names, etc., on the wood-work.

It was with considerable surprise that we encountered a modern dinner at the Springfield House, both in price and substance. Due admiration for the young lady waitress, judiciously expressed, procured us an excellent dinner, the only disappointing element being the beer.

At this place Fritz demolished a window in his frantic emotion upon discovering a pretty girl walking past the hotel. Under the circumstances it was excusable in his case.

Cottage City, upon our return, was bustling with life, many yachtsmen and other very salt gentlemen, who sought to look very yachtsmanlike, thronging the hotels and indulging in conversation to which ball bearings, Rover safeties, Humber tandems and like terms were foreign idioms.

For the benefit of all who may feel an inclination in that direction, it must be publicly declared that the vaunted amusement of "bluffing" at Cottage City, is a grievous disappointment, and that he who pins either his faith or his glove upon it as an entertainment, will experience a distinct sensation of solitude.

Sunday saw the final departure of the remaining wheelmen. Many had left on Saturday and luckily so, for the presence in large numbers of the rural excursionist, while affording opportunity to wonder upon the infinite variety of human kind, is apt to prove obnoxious when it comes too close.

We had some at dinner at the Pawnee. One



of the specimens, evidently greatly satisfied with the bill of fare, partook of all the items, seriatim, including two soups, two fish, three boiled, three roasts, four entrees, all the vegetables, relishes and dessert, and when informed that the lemon pie was gone, concluded to take chicken pie as a substitute. One of his companions, anxious to display his varied accomplishments and familiarity with the usages of polite society, dexterously caught and distributed salt from the common salt-cellar with his thumb and finger, buttered his corn with his fingers and shoveled or propelled the smaller articles of food into his mouth with a graceful and elegant wave of his knife, effective both in general style and freight carrying capacity.

Sunday afternoon witnessed our departure from Martha's Vineyard, with excursionists all over, around and on top of us.

Dr. Kendall, with bull "Bess" in tow, had already gone. George Bidwell, Harry Corey and the Bicyclette went away Saturday night. Perkins and Parker were on the boat with us; and save a few youthful enthusiasts, who rigidly observed the necessity of spelling out their club name in full, whenever two of their number assembled, and Hayes, Bassett, and Howard, who were making a little vacation of the trip, the Massachusetts meet of 1887 was at an end.

He who dreams of endless revels and wild, frenzied hilarity, need not seek Cottage City. He can get more of it at home.

This statement is made with confidence, as the result, not alone of personal experience, but of careful consultation with others present and eminently qualified to give a reliable opinion. The individual in charge of the Columbia Bicycles and Tricycles, opposite the Pawnee, should be addressed with becoming humility and respect, for he is a very important person and as rare as the night-blooming cereus. It is a satisfaction to know that, although a rider, he is not a member of the L. A. W.

The Massachusetts Division numbers in its membership lots of good fellows, whom it is a pleasure to meet. Our party were caught by Dr. Kendall and promptly introduced to some mysterious substance, made in Boston, but still not of beans. We know not what it was, but it was so good.

Slocum of the R. & P. Committee, genial and goodhearted as ever, was full of welcome. Bassett shot off one of his iridescent puns and was only restrained from further assaults by the threatening attitude of the Executive Committee, who, in the persons of Hayes and Bidwell, were carefully and ominously observing him. For a time there was a grave doubt whether Corey or Hayes was more popular with the ladies, but the blazer-white-flannel combination settled the question emphatically, and the poor far-away from home Gothamites did not have even the suspicion of an opportunity. Contrary to his usual experience Fritz was unsuccessful and morbidly unhappy therefrom.

Prial and THE WHEEL met the party on the dock at New York, entertained them with a champagne breakfast and sent them back to business rejoicing.

FOSSIL.

#### JONAH'S JERSEY JOTTINGS.

This delightful change in the weather should be a subject of congratulation to us all. The alternate rains and hot waves of the past six or eight weeks have kept even the professed toughs off the roads a great deal. The bicycle dealers complain of the unusual weather making the dulllest Summer for years. But with the arrival of the comparative cool wave hope stirs once more in the breasts of all, and full Luna has her worshippers a-wheel again.

With so many beautiful riding districts within two hours' steaming of New York, I often wonder that the wheelmen do not more generally extend their jaunts beyond the radius of often-traveled roads. As clubs, perhaps the Brooklyn boys follow this plan more systematically than the others. Every Sunday finds some twenty or thirty of these on trains or steamer *en route* to some new riding ground. There is perhaps as much wandering done by the members of other clubs, but not under an organized system. I meet scattered parties of two or three Jersey men; but they do not seem to travel in bodies of any size. What can be greater sport than to start off with a party of jolly good fellows; wheel twenty miles; sit down to a dinner, which is also a feast of reason and a flow of soul; and then wind up with a digestive spin before getting on the homeward train? Such a trip costs but three or four dollars at the outside.

One thus lays in for the week a stock of health and a supply of pleasant reminiscences of new scenes.

I had my first run over Monmouth County roads yesterday. My chum and myself put his tandem on the cars and in an hour we were deposited at Red Bank. On our way down we had a chance to see an example of the proverbial way in which Providence looks after and saves the *genus* D. F. We were riding in the baggage car, and had stopped at one of the way stations, when two boys jumped on the front platform, "unbeknownst," as they thought, to the conductor. He saw them, however, and went forward with the brakeman to gather them under the shadow of their official wings. At the sight of them the boys were seized with panic, and attempted to jump from the train, which was going at fully twenty miles an hour. The train hands grabbed them and a struggle ensued, during which one of the boys let himself drop off backward. The signal was given to back up, and visions of paying for several Sunday jaunts by graphic telegrams to the New York dailies floated before me. As we approached the spot of the D. F.'s exit the boy got up and walked off apparently unhurt. Just my Jonah luck! Was so dumbfounded that I did not even telegraph so much as "a wonderful escape from death on the rail."

Arrived at the station we inquired for the Rumson road, to explore which was the main object of our journey. We had heard so much about this Rumson road that we expected that the denizens of Red Bank would be even more impressed with its existence as the eighth wonder of the world than we were, and that volunteer reception committees would meet all those that stepped off the trains, on the natural assumption that they had come to see the Rumson road. We asked our way from several depot loiterers and were met with an almost helpless stare of ignorance. Finally from an assorted stock of directions we selected two that happened to tally. "Go down the main street as far as you can go, then turn to your left as far as you can go, then turn to your right and go ahead and you can't miss it." So said our guides, and we followed their instructions implicitly and with blind confidence. But we did miss it. The next one appealed to directed us to the right and said we would strike the Rumson road about a mile on. We meekly, with diminished faith, followed instructions and plunged into a desert of sand. After much perseverance and perspiration we found a smooth road, followed it a half a mile, and at last reached what we were told was the Rumson road, though we were loath to believe until we had been assured that it really was by numerous inhabitants. Not that the road did not come up to our expectations, but you see that hope deferred had made our hearts sick of believing.

The Rumson road is indeed deserving of all that has been said of it. It is a broad, well-kept, clay highway, some six miles in length. For the first half of the way it runs through a beautiful farming land. Further on it is skirted by elegant modern country residences with broad green lawns and gorgeous flower beds. On the right we see the Shrewsbury river thickly dotted with pleasure craft, and over the stream the cottages and hotels of the line of watering places. At the end of the road there is a bridge, when one is reminded that the wheel is a vehicle by the collection of a toll. This crossed and we are on the broad Ocean Avenue, extending from Sandy Hook to Deal. Southward we turn our pilot wheel and roll rapidly over the smooth roadway with an unbroken line of beautiful cottages on our left sharply outlined against the blue of the sea, stretching out and out until it blends with the blue of the horizon. Next to come are the Ocean Hotel and Long Branch, and further down the West End, with the Pennsylvania Club, where cluster the devotees of the expensive ball bearing wheel, near at hand. The broad avenue, dividing rows of elegant Summer mansions, ends at pretty Elberon with its quaint cottages. You all have read of the avenue and have perhaps been over it. It is as delightful a stretch of six miles of wheeling as one could desire to come across and is well worth the trip down by cars or boat.

The Summer residents do not appear to take much sensible advantage of the opportunities the avenue offers for a healthful wheel. Near the West End I saw a sign "Bi-tricycles to let," but could find no trace of proprietor or machines, so I imagine there was not a very lively business done.

Indeed I met not over a half a dozen bicycles on the road, and by the attention our tandem seemed to receive, I imagine that this style of machine is rather a rarity there. In fact the only evidence I saw of the progress of the wheel in Long Branch was the equipment of the district messenger service with bicycles. It did my heart good to see the little chaps rigged in cycling garb.

Was accosted by a member of the lately organized Manhattan Bicycle Club, of New York, who told me of the rapid growth of his club, which has now thus early forty on its rolls. The Sunday before eighteen of the boys had come down on the boat for a run.

After we had taken our dinner and enjoyed a plunge in the surf, we took an early train home, as we were not out for miles and had seen what we came for. At Red Bank, Johnson and Smith, of the Orange Wanderers, got on the train. They had come down early in the morning, had gotten off at Mattawan, and ridden to Freehold, thence to Long Branch by the way of Pleasure Bay, and thence to Red Bank by the Rumson road. They reported elegant roads all the way, superior even in stretches to the Rumson.

The Orange Wanderers, by the way, have given up for the present their proposed race meeting at the Roseville track on the 27th, owing to the want being supplied by the tournament of the 20th. In the Fall it is very likely they will repeat their most successful attempt of last season. It is to be so hoped, as they have the experience, enterprise, and money to conduct an afternoon's sport, and offer sufficient inducement in the way of prizes to bring out large and first-class fields.

The following is the programme decided on for the tournament at the Roseville track on the 20th: 1—one mile novice; 2—two-mile dash, open; 3—club race; 4—two-mile handicap; 5—one mile professional handicap; 6—one-mile tandem, open; 7—one mile handicap; 8—club race; 9—one mile lap, open; 10—two-mile professional handicap; 11—club race; 12—consolation race. The club races will be filled as applications are made. The programme is certainly attractive and should give the flyers and the novices every chance. The managers have the promise of Rowe's presence, and the assurance of a fair field of professionals. The entries should be sent to Secretary J. C. Willever, at 115 Arlington street, Newark, N. J.

Some extensive touring is being done by Jersey cyclers this Summer. Elgin McBurney and F. Gubleman, of the Hudson County Wheelmen, are off on a long tour to Buffalo, and Niagara, and through Canada; while Wm. Eldridge, of the same club, has just returned from a trip a-wheel to the Water Gap.

Six prominent long-distance riders of the Passaic County Wheelmen started up the east bank of the Hudson on Saturday on a tour to Lake George, from Newburg they wheeled along the west bank of the river.

JONAH.

August 9, 1887.

#### ATHENIAN WHISPERINGS.

Allusion has been made to the North Shore trip of Dr. Bogan and wife of Providence, and a few particulars may prove interesting. As is well known the Doctor only became interested in cycling this last Spring, and since the advent of his tandem, at his home, a dozen others have appeared and enthusiasm runs high.

The genial Doctor and his charming wife left Providence Tuesday morning, July 26, pedaling to Bristol, and thence by a detour to Brockton and Nantasket. Thence to Boston by steamer, and to Nahant by same mode of travel. From Nahant to Marblehead Neck via Swampscott, a wheel, continuing journey up North Shore, and arriving at the Pavilion Hotel, Gloucester, Saturday night. Sunday was spent quietly in strolling about the city or visiting the nearer Summer resorts, and Monday morning the justly famous tour of Cape Ann was made in company with a couple of tandem friends met at Gloucester. Reaching Magnolia Monday evening, the night was spent at Willow Cottage, the League hotel at this resort, and the journey homeward would have been resumed Tuesday morning, via Essex, but for the rain which came on just before daylight. Toward the latter part of the afternoon, however, the start for Salem was made, and on Wednesday morning the couple embarked again on the Nahant steamer for Boston, arriving in time to join the



Massachusetts Division party en route for the meet at Cottage City. The Doctor expressed himself as well pleased with North Shore roads and threatens to come again and bring a crowd. May it be our pleasure to meet him, and show him some good wheeling whenever that occasion may be ripe.

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I learn that the Doctor is no scorcher; that he can make the dust fly upon occasion, but infinitely prefers to travel in such manner as will give himself and companion the best possible chance to see the country through which they may be passing. He believes in frequent stops, in a slow, comfortable pace, and in thoroughly enjoying every inch of the way. And, if it is thought that a stop of several hours or twenty-four hours in some picturesque spot will add to the pleasure of the tour, the stop is made. This makes a delight of cycling, which the scorchers (single, double, or bicyclar) will never understand, because they never have any time to try the experiment. But Mr. and Mrs. B. have had the experience of a tramp through picturesque Europe, as a ground-work for their enjoyment of the wheel, and what they fail to see in their saunterings is usually not worth seeing.

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Among recent cycling items I find the account of a horse that was so charmed by a bicycle, that he ran into it, and threw the rider twenty feet. I saw a road hog, a few days since, who was so charmed with a tricycle, that he wouldn't let it go by, and whenever its rider attempted to pass, whipped up his horse to head it off. There was an exchange of compliments, more earnest than polite, after which a coolness sprang up between the drivers of the two vehicles, and they separated. But this is nothing to the story told by a friend of mine, who sometimes uses the bicycle in company with a friend of his upon horseback. Upon one occasion, after riding together several miles, it was thought best to give the horse some water, and accordingly the animal was reined up at a convenient watering place. The horse turned his head, however, and when he perceived that the bicycle had slowed up, and was not coming to the trough, he also refused to take another step, and only approached the trough after the bicyclist had dismounted and led his machine up to water. Several other similar tricks and freaks were indulged in during the run, all of which go to show that a horse may not only get used to a bicycle, but actually show partiality for its close companionship. The writer can furnish the papers for this if desired.

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Mr. H. S. Owen and nine other members of the Capital Bicycle Club, of Washington, D. C., arrived in Boston last Monday evening, on steamship D. H. Miller, from Baltimore, and Tuesday morning took the steamer for Gloucester where their two days' run through the Essex district commenced. Particulars next week.

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The Massachusetts Club is to have road officers after all. A. D. Peck, Jr., has been elected Captain, and J. E. Trippett, Lieutenant. Mr. Trippett, who is Superintendent of the Art Club Building next door, joined the old club early last Spring. The new organization boasts a membership of seventy-five, and according to various statements, published or otherwise, will have 100 names on the rolls by the first of September, October or November. Call it January, why not? The club has lately been incorporated.

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A delegation of the Brockton Club rode to Chestnut Hill Reservoir last Sunday, which means an all-day run, covering over fifty miles. Two of Brockton's staunchest cyclists, Messrs. Brown and Caldwell, have just returned from a tour in Maine.

Captain Charles R. Smith, of the Cambridge Club, has taken up his abode in New York. On Tuesday evening, August 2, he was handsomely entertained by the members of his club at the Point of Pines. It was a farewell banquet.

The Rovers, of Charlestown, had a delightful run to Dedham last Sunday, and this coming Sunday will visit Nahant. The Nahant run has become quite popular this year with Eastern wheelmen.

On the same day the Roxbury boys will visit Waltham, starting from the corner of Westland avenue and Chester Park. On August 21 the run will be to Downer Landing.

Dr. R. W. Southwell and wife, of Charlestown, visited Gloucester one day last week on a tandem, returning home the next. Despite the rain of Saturday Messrs. Woodman and Darforth, of Chelsea;

F. A. Lane, of Boston; W. W. Gave, of Winthrop, and Benjamin P. Smith and John Hanson, of Salem, visited the Cape, returning on Sunday. The Chelsea boys are to take in Gloucester next week, going down by boat Saturday afternoon and returning by wheel Sunday.

For the benefit of wheelmen who wish to reach the Cape in the above manner, the following information is given: Boats leave Central wharf, Boston, at 9:30 A. M., and two and five P. M., reaching Gloucester in two and a half to three hours. Fare, fifty cents, wheels free, or six coupon tickets for \$2.40. Return trips are made at three and six o'clock A. M., and 1:30 P. M., the early trip Monday morning being omitted. State-rooms can be had, if desired, and can be occupied at any time after eight o'clock the previous evening. No meals served to passengers. STYLUS.

#### NEW ORLEANS NOTES.

The Division Racing Board met July 24, and fixed Thursday, September 15, as the date for our annual races. In previous years the races occupied two days, and been run on a public highway, with some fifty or sixty spectators generally crowding around the finishing line, composing the attendance. This year, however, all this will be changed. The races will consume but one day and be run on a horse track, which we are assured will be made nearly as smooth as asphalt by the constant use of a steam roller. Instead of charging an admission fee, some 6,000 invitations will be issued, which will doubtless be the means of filling the capacious grand stand to overflowing, besides serving as an introduction of the general public to cycle racing, and perhaps create an appetite for more.

The Racing Board, and our energetic Chief Consul, are working hard. So far they have secured a donation of \$50 from the street car company, several medals, canes, bicycle sundries, and other suitable prizes from different parties. In fact, so successful have they been, that almost every race will have three prizes, and the entire meet will hardly cost the Division more than \$25 or \$30.

The programme, as arranged, consists of the following events: One-mile for boys under eighteen years; One-mile, Louisiana Cycling Club Championship; One-mile, New Orleans Bicycle Club Championship; Half-mile dash; 100 yards slow race; One-mile, L. A. W. State Championship; Quarter-mile, hands off; One-mile handicap; Half-mile, ride and run; One-mile, consolation race; Two-and-a-half-mile, team race, five men to each team.

In accordance with the provisions of the Division by-laws, A. M. Hill has resigned from the Racing Board, as he will take part in the coming races. Mr. Hill left last week for the North, taking his wheels with him in order to train properly while away. Report has it that he will put in considerable of his training on the Lynn track, and bring a Columbia racer with him on his return.

Hill allowed Betts to hold the local twenty-four-hour record for just six days. On July 16, he went at it again, and finished with 159 miles to his credit, and did not find it very up-hill work either!!!

On the 27th ulto., Mr. F. A. Lorber ran over, or was run into on the avenue by a four-year-old darkey. Result: darkey knocked senseless, and carried home; Lorber thrown, breaks a tooth, and bruises himself generally, but carried to jail nevertheless. The trial is set for Wednesday, 3d inst.

Our little Division has taken on a regular boom of late. Some eight or ten applications have been forwarded within the last week or two, which for a Southern State is "immensely grand." We have a hustling Chief Consul who knows how to work, and makes every lick count for something.

The evening of Lorber's accident, C. C. Hodgson chanced to ride up just after F. A. had been waltzed off to the lock-up, and straightaway hied himself to that uninviting den, and, although Lorber was a stranger, and a non-League man, Hodgson went his bail to the extent of \$500. He talked League to him afterwards though.

Our latest production, the Louisiana Cycling Club, completed its organization on July 19 by adopting a constitution and electing R. G. Betts Captain. They held their first run on the 27th, when they journeyed by moonlight to West End, eight miles out. It is the intention to make road-riding an essential feature of the club's affairs, and, with this object in view, he will prepare and send to each member monthly a schedule of runs for the month,

and the man failing to attend at least one of them will be assessed a light fine which will be set aside for the purchase of a medal for the member making the best general average for the year as may be decided on. The schedule for August is as follows: August 6, hare and hound chase; August 14, run to West End via Shrewsbury, thence to Spanish Fort. August 24, run to Kennerville; August 28, run to Lee station. The weather has been so unsettled for the past month or two, the carrying out of any set plan is extremely uncertain.

At the last meeting of the New Orleans Bicycle Club the amendment to the constitution striking out the clause requiring League membership was finally passed. This club also held a run on the 28th,—the first in months. The roads to West End were wet and muddy, hence the run was confined to the asphalt. The New Orleans boys intend waiving their initiation fee for a while in hopes of thereby adding to their membership. Competition is the life of trade—and of bicycle clubs, too.

A somewhat impromptu race about five-eighths mile was run at West End on July 29, for a silver medal and the benefit of a local cause. C. B. Guilloitte, H. W. Fairfax, R. W. Abbott, R. G. Betts and A. Buhler were the starters. Abbott won by three feet in 2:17, Fairfax, 2d; Betts, 3d; Buhler, 4; Guilloitte, 5. This race was suggested only the day before, consequently there was no training done, but it was nevertheless a close race between Abbott and Fairfax for first place. The tire of Guilloitte's rear wheel came off entirely about 200 yards from the start and he was forced to dismount and abandon the contest. All the participants are of the N. O. B. C. except Betts who is a member of the Louisianas.

Of late our friend (?) at Carrollton Gardens has been making himself extremely disagreeable to wheelmen, generally refusing two or three a drink of water and overcharging others; as a result, by what seems to be almost mutual understanding, the boys have steered clear of him and are patronizing other refreshment headquarters, and as he usually made a snug little sum off us, we, or our cash rather, will doubtless soon be missed. Bt.

#### CYCLING IN CINCINNATI.

With the mercury for days and weeks persistently maintaining a position near the top of the thermometer; with the protracted drought that has parched the earth till the roads are covered with a thick layer of dust and loose stones; icicles are in greater demand than either bicycles, tricycles or tandems. Consequently, there is a marked dearth of wheel notes.

On August 6 the Newport Bicycle Club held a reception at their new quarters in the skating rink corner York and Mayo. They sent invitations to the various clubs in this vicinity, and had a jolly time.

The Central wheelmen are doing all in their power to make a grand success of the races which they will hold at the Carthage fair grounds on August 16. If the mercury does not recede from its lofty position before that time, the races will be scorches from the word go.

Club runs are being made largely in the minds of the club captains and the weary cyclometers are having a much needed rest.

Our new granite and asphalt pavements are being pushed to completion as rapidly as possible, and we will soon have a number of decent thoroughfares to delight the hearts of cyclists.

W. D. K.

MR. T. A. SMILEY,

DEAR SIR:—To say that I am perfectly satisfied with the result of your teaching would be stating the case mildly. As you are aware, when I first went to you I could only balance on the step. In my first lesson I learned the dismount, which had the effect of very much lessening the terror of a bad fall. I felt quite a boyish pleasure from the fact that in my second lesson I rode several times around the little triangle unaided, and before taking my fourth lesson I rode from Fifty-ninth to Sixty-fifth streets, dismounting without assistance, and in the lesson mounted, rode and dismounted a number of times without any aid whatever. All this, considering that I am not a young man, and very far from being a slim one, speaks very well for you as a teacher, and I will gladly recommend you as such to any friend, as much for his good as for yours, as I never was in the least hurt or had any fear of being. Very truly yours,

R. M. SMART,

Engraver on Wood.

Bergen Point, N. J., July 26, '86.



## WHEEL GOSSIP.

There are 3,000 lady riders in Great Britain.

Fred Wood is on his way home from Australia.

It is reported that Dan Canary is lying ill at Madrid, Spain.

A. B. Rich rode a trial mile at Roseville last week in 2.39 4-5.

L. I. W. wheelmen expect to get into their new home on September 1.

Col. Pope has just returned to Boston after a sojourn at Cottage City.

Kluge is doing fast work on the trike, but does not ride so well on the bike.

Tommy Smith, of the "Cits," has "flit" to Milwaukee to spend his vacation.

We understand that the Harlem Wheelmen agree in the opposition to road-racing.

A. A. McCurdy, of Lynn, is reported to have ridden twenty yards behind 2:35.

At the Speedwell B. C. sports, J. Moore won the mile trike handicap from scratch in 2:54.

An effort is being made to have the N. C. U. sanction a meeting between Illston and Temple.

Baggott, of the Hudson County wheelmen, is displaying great form over the Roseville track.

The Illinois Club held a "Smoker and Musicales" on the 10th, in celebration of their first anniversary.

The Binghamton Club has advertised for bids for a nine-mile cinder path between Binghamton and Union.

Howard A. Smith & Co. intend to lease the skating rink this Winter and establish a riding Academy at Newark.

The contest for the Tryon cup will take place on September 10, over a twenty-two miles course on the Lancaster Pike.

Through an error, the list of League repairers in New York State, printed in last week's WHEEL was entitled League Hotels.

Knapp and Whitaker, of the Gormully and Jeffrey team, arrived in Gotham on Monday. They are training at Roseville.

Hobart Mason, the nine-year-old son of Elliott, has piled up quite a respectable mileage on his thirty-six inch Columbia.

A cynic describes a wheelman as: "A cycling animal who is always racing, if not with another cyclist, then against time."

Mr. Jens F. Pedersen has been awarded the contract for making the League Championship medals. The design is plain, but rich.

Rich, Hall and Stenken left for Cleveland on Saturday last. Powers did not go, as we erroneously report in another paragraph.

The Lockport, N. Y., wheelmen will hold a tournament at the Fair Grounds, August 18th. Entries close with C. A. Ward, 91 Main st.

C. M. Richards, with the Pope Manufacturing Co., and several friends leave New York on August 17 for a wheeling vacation in the Catskills.

F. W. White, of the Manhattan Athletic Club, took a serious header last Sunday, while going at top speed. His face and head were badly bruised.

It has been suggested that the Inter-Club cup be put up for a final and decisive contest this Fall, and that the Road-Racing Association be then disbanded.

Elliott Mason had a seventy-eight-mile swim down to Bayport, L. I., on his wheel, last Saturday afternoon. He will remain at the seashore for ten days.

Fred Van Mehrbecke, who recently rode across the continent, is in town. He intends to reside in Paterson, where he has obtained a situation in a silk mill.

Through the efforts of Consul Jones the New York and L. I. Steamboat Co. will carry wheels free to Oyster Bay, Cold Spring, Huntington and Northport.

George E. Blackham thinks the League should protect itself by establishing a penalty for road-racing; suspension for the first offense, expulsion for the second.

Joe Pennell is about to start on a seven-week's tour in Scotland. Doubtless, Mrs. Jo will give us a graceful little volume about the doings of "Jo and I" in the land of cakes and thistles.

W. J. Morgan rode a quarter-mile on July 19, at Long Eaton, in the remarkably fast time of 33½ sec. Rowes' record is 35 1-5 sec. Five time-keepers certified that their watches agreed.

Path and Pedal is an interesting contribution to cycling literature. It is a smooth-flowing narrative of what the author saw a-wheel on a tour through this big country. It is nicely illustrated.

We think more race meets will be held this Fall than in any previous year. Almost every club within measurable distance of a track announces that it will "probably hold a race meet this Fall."

Mr. and Mrs. Edward Y. Boyman, of Providence, R. I., are visiting Colonel Pope at his residence. They made the trip from Providence on their tricycle, and are said to have taken solid comfort.

A party of the Bay City B. C., of Bay City, Mich., started on their annual tour August 6. They arrived at Detroit on the 8th, en route for Buffalo. The tourists will visit St. Thomas, London, Hamilton and Niagara Falls.

H. L. Cromwell and a party of Brooklyn wheelmen leave next week for the Berkshire Hills. They will journey a-wheel and return by way of Albany and the Hudson river. The party will cover two hundred and fifty miles and will be gone six days.

A BICYCLE THIEF CAPTURED.—The police have detained a man who attempted to sell Messrs. Samuel T. Clark & Co., of Baltimore, Md., a Gormully and Jeffrey Safety. Any person having lost such a wheel should at once telegraph Messrs. S. T. Clark & Co.

The Cleveland Tournament commenced yesterday, and will be continued to-day and Saturday. Among the competitors are Rowe and Crocker, of the Columbia team; Neilson and Rhodes, of the Victor team, Powers and Rich, of New York, and Crist, of Washington.

Harry Etherington, proprietor of *Wheeling*, has started a show in Agricultural Hall, which he has named "Arcadia," and which is a great success, Harry reaping much shekels therefrom. And yet Harry was mad when once we said that he had the true financial nose.

The Detroit Club has sent resolutions of condolence to Mr. L. J. Bates, on the occasion of the sudden death of his wife at Lansing, Mich. Mr. Bates was president of the club for several years and is known to the cycling world at large over his signature of "President Bates."

The *C. T. C. Gazette* might properly be called the "Shoppers' Guide." Each number contains pages of information about the various goods, road-book, coffee-tavern guides and other pamphlets that the Secretary-Editor has on sale; a nauseating aggregation of cheap-Johnism.

The Staten Island Athletic Club intend to celebrate Labor Day—September 5—with a grand athletic and aquatic demonstration. Among the field events, which commence at one o'clock, is a two miles bicycle handicap. For full particulars address F. W. Janssen, P. O. Box 125, N. Y. City.

We think it a good sign that more private tours have been undertaken this year than ever before. Several parties of two or more have crossed the water, others have toured across the continent; some have ventured across into Canada, and in fact, each section of the country has had its tour this year.

STOLEN.—From Baltimore, Md., a fifty-six-inch New Rapid Light Roadster, standard finish, Lilli-bridge Saddle, T handles, number 3,629; machine nearly new. The wheel is the property of Mr. Lawrence Cheney. Any information will be gratefully received by Messrs. Samuel T. Clark & Co., Baltimore, Md.

A Record Attempted.—F. J. Osmond, the English crack, had a go at the five-mile bicycle record on July 21. Owing to the high wind, Osmond failed by 2-5 seconds. Time: 1—2:45 2-5; 2—5:38 2-5; 3—8:31 3-5; 4—11:27 3-5; 5—14:18 2-5. Hillier had a go at the flying quarter-mile, but only accomplished 35 4-5 sec.; record, 35 2-5 sec.

After six weeks of unsufferable heat and rain, Sunday dawned "fair as a poet's dream," cool, bracing, sunny, blue-skied. The little world of wheels was delighted and swarmed over the roads country-wards. We had a repetition of the dose on Monday, and on Tuesday P. M., as we write this paragraph, it seems criminal that one is compelled to stick to his desk.

The League has decided to take up the Beatrice, Neb., case. A wheelman violated an ordinance prohibiting riding on the turnpike, but the district judge dismissed the case on the ground that the law was unconstitutional. Thereupon the prosecution appealed to the Supreme Court, and the League has stepped in to conduct the case and endeavor to have the judgment of the District Court sustained.

The annual meeting of the Division will be held at Cooperstown, September 23 and 24. The general meeting will be held at 3 P. M., September 23, and the Board of Officers meeting at 8 P. M. on the same day. The headquarters of the Division will be the Fennimore. The details of the meet, programme of entertainment, etc., will appear in THE WHEEL of next week, a copy of which will be sent to every member of the Division.

The very active Long Island Wheelmen have just published a "year book," which is on a par with everything the club undertakes, a model in its way. It is a thirty-two page pamphlet, with lavender colored paper cover and old gold lettering. Attached to the inside of the cover is a finely tinted cut of the club house and of the ground plans of the various floors, arranged to fold up in map form. The book contains the constitution and by-laws, names of officers and committees, and other valuable information.

The Cabinet have all handed in their opinions on the League vs. Road-Racing, and the matter has been submitted to the Racing Board, who will refer it back to the Executive Committee, with such recommendations as they see fit. There is no doubt as to the illegality and injustice of road-racing. The League will undoubtedly recommend that it be discontinued, and it is a question whether it should not even go further than that and positively forbid such competitions, establishing proper penalties, suspension, expulsion, etc., to enforce them. At any rate, it is to be hoped that the Executive will strike some middle ground and that its dictum should be obeyed. There is a great legislative road fight brewing, and the better reputation the wheelmen bear, the more probability will there be of success.

The annual races of the Louisiana Division will occur in New Orleans, September 15, at Audubon Park. The following is the programme of events: 1. Boys' race; one half mile, boys under eighteen years, prize, silver medal. 2. Louisiana Cycling Club race; one mile, prize, silver medal. 3. New Orleans Bicycle Club race; one mile, prize, gold medal. 4. Open race; half mile dash, prize, scarf pin. 5. Slow race; 100 yards, prize, silk umbrella. 6. L. A. W. State Championship; one mile, prize, gold medal. 7. Hands off; one quarter mile, prize, Lakin cyclometer. 8. Open handicap; one mile, prize, silver cup. 9. Open race, ride and run; one half mile, prizes, first, silver-headed cane, second, bicycle stand. 10. Consolation race; one mile, prizes, first, pair bicycle shoes, second, bicycle whistle; last prize, leather medal. 11. Team race; five men each team, two and one half miles, prize, silk banner.

"As regards that elaborate advertisement which I worried the *Pall Mall Gazette* reviewer into printing for me," writes Karl Kron, "and which you tell me is to have the honor of reproduction in THE WHEEL, I can spare time to point out only one of the several places where he shows himself to be 'a little off' in his relations with truth. At the end of the book's contents-table (p. xx.) the fact is proclaimed that all save one of the last dozen chapters are in no way personal to myself; and of the 616,000 words in the entire text, almost two-thirds concern persons and things wherewith I have nothing to do. The index shows that almost 200 wheelmen have contributed 'records' to the book, and that 1500 people are mentioned in it. Nevertheless, the *P. M. G.* man says there's nothing else but Karl Kron on each and every page. I thank him for saying I've produced a 'masterpiece of egotism,' for that's what my preface said I tried to do; but I must warn buyers against hoping to find the author's 'egotism' on more than a third of the pages. All the rest of the 'egotism' in this book is supplied by the 1500 other men."



## KENTUCKY NOTINGS.

The Newport Bicycle Club entertained its friends very handsomely on Saturday evening, August 6, with lunch *a la soci  t  * at its headquarters, the old Newport Rink Building, corner of York and Mayo streets, in that city.

The affair was on an extensive scale, and, in fact, was one of the largest gatherings of wheelmen ever held in the State of Kentucky, though a considerable number of the guests were not of the chosen, the men of the wheel.

The Newport Club members vied with one another in extending the hospitality of the evening, and the "hand out" was particularly enjoyable, being served by Becker, a caterer renowned throughout the three cities for his skill in the culinary art.

The only thing that marred the occasion was the speech-making.

Had there been none, the Newport Bicycle Club would be better thought of by its friends just at present.

Mr. L. Buchanan, in a carefully written and re-edited speech, dragged a lot of personal bickerings among the Newport members into prominence, and disgusted everybody with that part of the affair.

In the first place, when the Newport Bicycle Club was organized, some flannel-mouthed member of the Kenton Wheel Club, residing in Newport, went to the members of the new club, and by some very vigorous lying made them believe that the Kenton Club was opposed to their organization, as it wanted all the Newport boys to join its ranks. This was untrue. As I understand it, the Kenton Club was glad to see the Newport Club organized, as it, for one thing, relieved its ranks of some objectionable members whose space was more valuable than their presence.

When K. Lowe, one of the charter members of the Newport Club, and an acknowledged "professional," as the League has it, applied for membership to the L. A. W., the local Consul protested, as was his duty, against his admittance, but Lowe was whitewashed through the aid of Galway, of Cincinnati, and others, and was admitted.

Buchanan, Lowe's chum, now gets up and slurs at the League of American Wheelmen, because one of its officers did his duty.

The whole affair will militate against the Newport Club. I, for one, desire to see fair play, and am not afraid to give the facts of the matter, which are, that there are some Cincinnati people, alleged cyclers, who never mount a cycle once a year, and these parties want to run a club in Kentucky, or pose as its advisers, and having ruined their own club in Ohio with swell-headedness, try to instill contention into the ranks of the L. A. W. in Kentucky, by dabbling in its affairs, when they are unable to conduct the League membership in Cincinnati to suit themselves.

The Newport Club and every decent person should sit down on them and do it hard, too.

But for the unfortunate break of Mr. Buchanan, the banquet was really one of the finest affairs ever given in Newport.

The Avondales' news columns in the *Commercial Gazette* advertised an account of the Newport banquet in its head lines, but nary an account was to be seen.

The favorite run among the Kenton Club men seems to be Middletown. The attraction is not known.

"The subject of wearing the full bicycle uniforms at all times has recently been enthusiastically discussed among Cincinnati wheelmen, irrespective of clubs. \* \* \* Only yesterday there was a large impromptu meeting in this interest, and excitement ran high when announcements were made of proposed fines to be imposed when members were detected in ordinary attire, etc."

The above headed the "wheel column" of a local daily paper last Sunday.

It is the veriest bosh. No such meeting was held. It was a conversation between three wheelmen. Men of business ride daily in the long pants of the day and are never hampered thereby. It is only a few extremists who would keep books, walk the streets, go to bank, to lunch, etc., in knickerbockers, and be yelled at and hooted and stoned. This part of the country is not yet educated up to that point. When the effete East does it, then 'twill be time for us to follow suit.

The Cincinnati *Enquirer*, having been reproached for not paying enough attention to wheeling, last week put a man on the case and on Sunday forthwith came a column and two-thirds of matter, giving a complete history of wheeling

in Cincinnati, and a big boom for the Central's tournament.

The enterprise is commendable, only visitors who expect racing men from all over the United States may be disappointed, though the local talent will do just as good work.

It seems strange that just when a local racing tournament comes off the Kentucky delegation always make it convenient to be away touring, while their rivals, the Avondales, feast over the prizes and boom themselves up at fifty cents per line, as the "flyers" of the world.

Can't somebody be at home on August 16 or September 10.

## A MORNING SPIN IN THE GARDEN OF ENGLAND.

Early morning! How little we know about it, yet how charming it is. Such were our thoughts, as we hauled our tandem from its home under the shadow of the Crystal Palace. Without delay we were spinning along through the roads of pretty suburban villas of Anerley, Beckenham, and Bromley, which looked pretty and interesting even to our accustomed eyes, in the pure air and penetrating light of the morning.

But past Bromley, on the London to Sevenoaks road, we soon leave the houses, pretty and otherwise, and ride through a flat bit of country on a good broad road, with woods in the distance, and cosy farm buildings scattered here and there; close to the road is mostly meadow-land, where cattle stand and gaze in sleepy wonder as we pass, flicking the flies with their tails all the while.

A covey of young partridges hide cleverly in the dry grass, and we can scarce distinguish them tho' we know where they are; the bees are already at work, singing gaily between each little labor; even the butterflies have got up extra early this grand morning, and are flashing about in the sunlight like flowers with wings. But sniff, sniff, what a deliciously tempting smell of strawberries. Ah! see, there is a large field of them, this is Farnborough, and we are in the Garden of England.

The whole county of Kent, I should mention, is called the Garden of England, and never was place more happily named, for this most fertile county is in many parts simply an orchard, and fruit garden on a large scale.

Past Farnborough we have a fine run down hill, rather dusty, but we do not notice that; our eyes are riveted on the opposite range of hills, which undulate charmingly, and on the golden oat fields, backed and framed round, with many a variety of sylvan scene.

From Green Street Green, the next village, up to the Pole Hill Arms, a well known and solitary inn, is one unbroken rise of some three or four miles; this made the cool West breeze very acceptable.

On this bit of road we sighted the first hop garden, looking healthy, but feeling, I should say, the severe drought, lots more strawberries, and several large fields of raspberries; these last looked particularly fine, bushes well filled, and the fruit as large as cherries.

From Pole Hill, the merry cycler has one of the jolliest coasts in the country, a splendid surface to the road, even after this dry weather; it is cut out of the side of a steep hill, which is thickly wooded. Thus, on the right, one sees the trees soaring one above another heavenward, and on the left retreating to the valley below. Through breaks in this left hand wood delightful views of the valley, and the surrounding hills are obtained and lost, all too quickly, as we fly on. And now a turn in the road reveals Sevenoaks sprawling over a high hill in front, the conservatories of its many villas flashing in the sun. Here we leave the main road and turn to Otford, a good specimen of a Kentish village. How neat and clean the cottages are! The little front gardens, how gay with the good old-fashioned flowers, and, oh! ye gods, what an appetizing smell of eggs and bacon!

Otford is well off for water; water runs along the main street, round the backs of houses, and bursts out of walls and all sorts of odd places; the very pond suffers with a chronic overflow. They have a well there called St. Thomas's which is attributed to the virtues of Archbishop of Becket's staff, also the ruins of a palace where the Archbishops of Canterbury in ye olden time loved to lodge—sensible fellows. The old pilgrims' way is still marked out by the dark, storm-beaten yews on the hills that keep guard over Otford.

With hills, ever changing, but ever fair hills on either side of us, we, like the Friar of Orders Grey, down the valley make our way, and thus to Shoreham, the home of Lieutenant Cameron, the African explorer. We are out of the fruit country for

a time, but it is not far off, for I remember walking over a hill near Shoreham, every acre of which, as far as I could see, was planted with strawberries. All along this road past Shoreham to Eynesford the view, though limited, is most pleasing. Lullingstone Park lies on the hills to our left, the property of P. H. Dyke, M. P., and we stop and watch the graceful deer as they run across the open. In the verdant valley between us and the Park, midst thick walls of ancient trees, a large, handsome farm-house is discovered, with a pond adjoining, the whole forming a sweet, calm scene.

At Eynesford we halt at a cool clean inn to partake of the standard concoction of ale and ginger beer, and to watch the little river, Darent, hurrying over the stones and under a miniature bridge, on and on to the great river Thames, like some boy in haste to be a man. We had a long climb out of Eynesford, some of which we walked, but every yard opened up a fresh prospect, so soft and fair and varied, that not even a great red-brick railway viaduct could rob it of its charm. We were all amongst the fruit again now, chiefly raspberries and apples; anon we passed some of the pickers, who come from all parts, even as far as Ireland, to gather in the harvest of the Garden of England. A man wheels a hand-cart, his eyes look bright and fearless, and he walks with a jaunty gait; he is of the better class of picker; in the cart are pots and pans, and sundry mysterious bundles heaped in pell mell. On the top, holding on as best they can, are two small children not over clean, but robust and evidently enjoying the ride. One little fellow shouts out to us in a merry, childish voice: "Ah, that is the way to get along!" The wife walks by the side, and an elder sister of our critic, more unabashed than the others, brings up the rear. Presently we see a regular camp of these people, several tents and huts pitched in a clearing in a wood, a curious sight for England, also gypsies, but they prefer to camp by themselves—strange exclusive race. We found the narrow lanes we were now in but very sorry going, the heavy country carts that carry all this fruit up to many mouthed London, had quite destroyed the surface. But when the straggling village of Orpington was reached, where Ruskin's books are printed, the road became better again, and a smart spurt brought us to Green Street Green, and thus back to the Crystal Palace by the same way we came. The luxury of a bath put us in good form for dinner, and our thirty-eight-mile spin in the Garden of England was voted a nice little round.

FREE LANCE.

## ACROSS THE CONTINENT.

THE LAND OF MORMONDOM—ROUGHING IT O'ER THE DESERT—THRILLING MIDNIGHT EXPERIENCE—A TERRIBLE STORM—RAILWAY BICYCLING.

It was somewhat past two o'clock when we left Evanston Thursday afternoon, and took a tramp up a mile hill, to coast down the other side. Fairly good roads sent us along flying until about six miles from town, and just on the border of Utah territory, a nice little shower introduced itself to our notice in a rather impetuous manner. With no better shelter in sight, we repaired to a snow fence erected by the railroad, and tearing off some loose boards, put up a pretty substantial hut for myself and bike, which effectually barricaded all attempts of the storm at getting us wet. One hour was here consumed, before the sun made its appearance. By that time the road was a pretty fair specimen of a mud path and we proceeded to walk and push into Wasatch, five miles, for supper. This was taken at a section house, and at 6:30 we pushed on at a rattling pace down a steep incline which made the mud fly and brought us up at Castle Rock one hour later. Here we secured lodgings and several glasses of milk at the ranch of David Moore. This gentleman possesses one of the best properties to be found at this altitude, 6,000 feet, and has many hundred head of cattle and horses, besides running a good dairy. About nine P. M., a tremendous shower passes over, and rain falls in torrents for an hour. This settles riding for a time and it was nine o'clock Friday morning before we sprang in the saddle and set out down the winding canyon for Echo, seventeen miles away. The road traversed one of the most picturesque sections of the Wasatch Mountains, and on either side arose in majestic lines high peaks, whose perpendicular sides, made one dizzy to look at. Jutting crags far up the steep incline loomed out against the clear sky and appeared as if ready to topple off and crush the tourist. Massive piles of solid brown tinted rock ever and anon arise, an impenetrable barrier to further progress,



but science and ingenuity have devised a passage, and this is found skillfully carved out of the mountain's side, on solid rock, and over which we wend our onward, picturesque way, enchanted, as well as charmed, by the beauty and grandeur of the scene. Arriving at Echo, at twelve M., we take dinner at a fourth rate hotel and enter upon a seventeen-mile ride to Weber, very much like the morning's experience, but more level, with the exception of one mammoth hill to climb just out of Echo. Weber is reached by a long coast, which effectually evens up matters, at 4:45, and pushing on we enter Peterson for supper at 5:30, nine miles further. At six o'clock we are again in the saddle and away to Uintah, passing some terrible roads in the vicinity of Devil's Gate, half way. Nine miles lands us in Uintah at 7:30, and taking a short course, we climb a big hill, and then coast into Ogden over fairly good roads, reaching the city at 8:30, just fifty-nine miles for the day. A good day's work, and we immediately seek rest and a good bath. Putting up at the Chamberlain Hotel, a big bowl of bread and milk is first on the bill, and then we devote several hours to the digestion of a whole pile of accumulated mail. Saturday is devoted to a run via rail down to Salt Lake City. Reaching the home of Mormonism in good season, we are at once charmed with the beauty and quiet of the famed place. Streets laid out in regular order, lined with pleasant cottages and overbent shade trees, with air cool and invigorating, the result of tiny rivulets of pure and sparkling water, which courses through either gutter on to the great saline basin. The Mormon tabernacle, church, and houses of worship, their many fine residences and business blocks, all give to Salt Lake a tenor of attraction seldom met with in places of similar size in the United States. Then, too, a run out to Garfield Beach, that favorite bathing and picnic resort, is not among the least attractions of the place. Several hours are whiled away here, and we return to meet Messrs. W. L. Davis and H. Pembroke, two of jovial Salt Lake cyclists. Truly said, a day spent at this great saline metropolis will never be regretted, and the tourist may well find abundant amusements for a week's sojourn in and about the Mormon capital. Sunday morning we have the pleasure of meeting Messrs. Browning Bros. at Ogden, agents for bicycling goods in general and the Columbia cycles in particular. These gentlemen also carry a full line of sporting goods and are always ready to meet the wants of their increasing patronage. Accompanied by the best wishes of a host of Ogden's genial riders, we spring in the saddle at 9:15 and ride, away across the desert. Hard gravel roads are met with all the way to Brigham city, twenty-three miles, where we stop at 12:30 for dinner. One hour later we are wheeling westward to Corinne, seven miles, in sixty minutes, and reach Blue Creek, after a hard tussle with eighteen miles of Salt Lake desert, at 5:30. No supper or bed to be found here, so we embark for Promontory, eight miles farther, by road, but twelve by rail. A tremendously long hill—about two miles—is done up en route, and we are equally as well done up, and when we dismount at seven P. M. we are as tired as jericho and hungry as a bear. With a total mileage of fifty-six we go to sleep with a light conscience, though not on a light bed by a long shot. In fact our couch is an old-fashioned tete, being the only available sleeping place they can give us, but we manage to get a good night's rest and start out Monday morning happy as an owl. A ride of twenty-four miles over the hills and we come to Monument at twelve o'clock. This is only a section house, and the boss, who is unmarried, is away, so we don't get dinner there. A walk of eight miles, over the railroad ties, across an arm of Salt Lake, brings us to Seco at 1:30, with a yawning appetite. But disappointment is again our bill of fare and we are about ready to cave in. Mounting our steed we try riding over the ties, as the road on both sides is a mass of muddy clay. This works nobly, and at three P. M. we have the satisfaction of seeing Kelton, eight miles away. Here we get dinner without delay and get aboard a good cargo of substantial. At four o'clock we leave Kelton and take a twelve-mile walk up hill to Ombey, another section place. The boss is at home here, but not to us. He is a big strapping Irishman, but no amount of persuasion will secure us even a place to sleep on the floor.

"You git out o' this an' go on to the nixt place. I ain't no boordin' house kaper."

"But, my friend, it is eleven miles to the next place, and I'm all tired out. You wouldn't turn a friendless boy out doors to spend the night, would you?"

"Why didn't ye stay at Kilton as ye ought. Come a pauching around here. No, ye can't stay wid me, and thet settles it."

"Well, can I sleep in the barn there?" pointing to an old shed once used for cattle, but now unoccupied, but fairly prepossessing.

"Ye kin slape in there if ye want to, but look out for the coyotes, I'm telling ye. Ye'll find an ould blanket in there to put over ye. But ye won't make a fire?"

"No, I don't smoke, thank you."

"Well, by the howly thunder, if ye make a fire, I'll skin ye alive, so I will, ye wandering braggart."

"Thank you, my complimentary friend, and now I'll have a glass of water and repair to my palatial abode."

"Ye can drink out o' that trough by the well there; that's good enough for such as ye."

Well, we didn't drink out of the trough; we got out our patent rubber drinking tube, and drawing up a bucket of water, got a good refreshing draught and then prepared to get what sleep was possible in a deserted cow shed. Spreading out our blanket we managed to make a comfortable cot on a pile of old hay and in less than fifteen minutes was sound asleep, sleeping the sleep of the just. About midnight something occurred to mar our repose. A soft touch on our cheek partially roused us, and opening our eyes, saw in the dim light a dark object standing over our prostrate figure. Gradually, as our eyes became more accustomed to the light, we were enabled to make out the outlines of some animal. Not a muscle had we stirred up to now. Not a move did we make, but lying there, awaited developments, and fully expecting our turn had come. What sort of beast we had to deal with the uncertain light would not reveal. Great beads of perspiration went oozing down our forehead, and gradually each individual hair began to stand on end. What would we have given for a revolver. Ah, happy thought, our self-acting Derringer was in our valise, a foot away, which luckily we had unstrapped from the Expert, and cautiously we reached out for the weapon. A low bark, or growl, told us the beast had detected our move. A slight rustle near the door, caused by the rising wind, for a second detracted the animal's attention, and in that brief period, our hand had grasped the handle of our Derringer, and slowly moving it forward on a level with the animal's breast, as near as we could distinguish,

PULLED THE TRIGGER.

A flash, a blinding cloud of smoke, and the report was followed by a series of the most blood curdling yells ever heard by mortal man. Opening our eyes, which for the moment we had closed, out of sheer excitement and terror, we beheld the beast rolling and kicking near the door in the last throes of death. Quietly rising, we let him have another thirty-two ball, and that settled him. That also settled our sleep for that night, and pulling shut the door, which we had left open for air, we sat down and awaited anxiously the approach of day. What terrorizing thoughts went coursing through our excited brain in those awful moments! What wild denizen of the forest had we slain, whose corpse now lay reeking in blood, yet warm, at our very feet? These and other thoughts, fed by the surrounding gloom, formed a picture by no means entrancing or pleasant. With what joy did we hail the first faint signs of daylight. How eagerly did we await the approach of morning and the sun's appearance on the scene of battle! Gradually the increasing light drove away the shadows, and we were soon able to distinguish objects in their true sense. Approaching the prostrate form of our midnight assailant, what was our astonishment to find there but the carcass of a poor cowardly coyote, an animal which you can't get with-in forty rods of by day, and the most cowardly cur to be found by night. How he plucked up enough courage to approach so near is a mystery, and we'll never be able to satisfactorily solve it. Neither will he, and though the effort cost him a life, we trust his spirit may rest content in the happy hunting grounds of coyotedom hereafter.

"What the devil ye making so much noise about out here last night?" were the words which suddenly startled us from out a silent reverie, and opening the door we beheld our kindly (?) host, whose acquaintance we struck the night before.

"Only shooting one of the coyotes you cautioned us about."

"None o' your lyin' now, ye young scalawag; you can't deceive me, I'm tellin' ye."

"Well, there's his corpse; comin' to the funeral."

And if ever an Irishman's eyes stuck out, then

the orbs of that old Erin boy came forth in earnest. He looked a blamed sight more scared than we did the night before, we'll wager our hat.

"Can I get some breakfast, my friend?"

"Look a here, bye, I told ye last night I didna' kup a boordin' house, and don't ye forgit it. No; ye can't git any breakfast of me. Ye go to Terrace, where ye belong. Now, git out wid ye!"

Reader, it was twenty-one miles to Terrace, but that man was hard-hearted enough to tell us to make that distance before breakfast, and with nothing to eat since three o'clock yesterday. Well, packing up our grip we set out with no very rapturous feelings for Ireland's welfare or her particular son at Ombey. Eleven miles over hard clay roads, partially roughened by rain, were passed, and we struck Matlin, another section house. Here we found a fine English lady who very readily gave us breakfast, and sent us on our way rejoicing. A run of eleven miles farther and Terrace came in sight at ten A. M. Remembering our experience of the day before, we resolved to make sure of dinner, and so concluded to stop here for that necessary substance, and put in the time till twelve o'clock at doing up some long-neglected correspondence. At one P. M., armed with a good lunch, we set out and passed Bovine, ten miles, at three o'clock, on hard gravel roads. Pushing on, Lucin was made partly on the railroad ties and partly by road walking and riding. At 5:30, twelve miles farther, luncheon was absorbed, and at six we set out for Tacoma and a bed to sleep in. Heavy dark clouds obscured the setting sun, but we pushed on undaunted and trusting to reach Tacoma before the storm opened its windows. About three miles were passed when a terrific gale arose, and with difficulty, could we retain our perpendicular position on the railroad track, which was by far better than the road at this point. Ten minutes later a few big drops of rain came pattering down, and in a jiffy the storm was upon us in all its fury. It did not rain, but poured. The wind blew great sheets of water over the track and nearly wrenched our cycle from our grasp. Never did we experience such a terrific clash of the elements. Driven to desperation and nearly blinded by the gusts of rain and loose dirt, which rendered eye sight impossible at a distance of ten feet, we took refuge in a deep creek, worn perpendicularly down in the earth by a tiny rivulet, and got under the shelving bank with our bike. Finally the storm passed over, and fairly increased in fury as it swept on, tearing sage brush and loose dirt at every point. Scarcely fifteen minutes were we in the chasm of that little creek, but it had already risen two feet and was increasing in volume at every moment. Unless the storm abated we would soon be washed out, for the water was fast approaching our foot hold. But five minutes more sufficed to send the furious tornado over and beyond our place of refuge, and hastily we emerged from the haven, now fast being filled with a seething mountain torrent of madly rushing water. Although rain was still falling by degrees it slackened, and we resolved to push on for Tacoma. Three miles through mud and slush, over the ties, and darkness was upon us, six miles from Tacoma. Great lumps of soft clay bedabbled and weighed down our wheel and with difficulty could we push it along. Riding was impossible, and so we trudged on until nine P. M. The lights of Tacoma sent a welcome beacon to guide us on. A few minutes more we were knocking at the only hotel the place afforded, and gaining admittance, were soon in dry clothes and snoring lustily in a warm bed. Truly we had earned it, and here gentle reader we'll again say adieu.

G. W. NELLIS, JR.

TACOMA, July 19.

The Prospect Harriers and Nassau Wheelmen have projected an athletic and cycling meet for Labor Day, Monday, September 5. The meet will be held at the Brooklyn Athletic Club grounds, De Kalb and Classon avenues, Brooklyn, commencing at 3:30 P. M. The cycling events are: One-mile handicap, one-mile handicap for roadsters, 36 lbs. and over; one-mile handicap, mount and dismount, and three-mile handicap. Three handsome silverware prizes will be given in each event. Entries close on Saturday, August 27, with Harry Grt age, 228 Monroe street, Brooklyn. It is announced that the official athletic handicapper will handicap the events. This gentleman is entirely unacquainted with the form of racing cyclist, and his work has been, and must be, more or less unsatisfactory. We think the club will receive more entries if the cycling handicaps are intrusted to a cyclist.



## MINNEAPOLIS MUSINGS.

MINNEAPOLIS, Aug. 5, 1887.

If the old saying "no news is good news" be true, then this letter will fairly overflow with good things, for search as I will for interesting items, they seem to have all melted or evaporated in our sultry weather.

Numerous wheelmen are either taking well-earned vacations, or wishing they could take them. Among the former is S. F. Heath, who is rusticated at Pulaski Lake, in the northern part of this State, and making up for the lack of wheeling by plenty of boating, fishing, etc.

Speaking of vacations reminds me that this morning I received a letter from Rev. A. J. Graham of this city, dated July 20, at Paris, in which he speaks in a tantalizing manner of the fine rides he is having on the magnificent avenues Paris is blessed with, wide enough for thousands to comfortably travel on.

He has already had some delightful runs in the vicinity of Sterling, and at Cambridge, England. The way in which tricycles outnumber the two-wheelers both in France and England, surprises him, and speaks volumes for the good quality of the roads. I only hope their smoothness will not thoroughly disgust him with the wastes of sand this State abounds in.

Mr. Paul Achard, a well-known wheelman here, and First Lieutenant of the Mercury Club, leaves to-day for Portland, Oregon. From there he takes boat to San Francisco, and after thoroughly exploring the roads around that city, again takes steamer for Santa Barbara, finally going from there to Los Angeles. Of course he takes his wheel along, and expects to have many delightful spins, if the country isn't too sandy. Five years' close confinement in a bank has told on his health, and his many friends hope that if he should conclude to return here, it will be with all his old-time strength regained. I can cordially commend him to the hospitable attentions of Pacific Coast wheelmen, for a more gentlemanly and companionable rider it would be hard to find in this city.

A twenty-five-mile road-race is to be run August 18, on the boulevard at Lake Harriet, under the auspices of the Minneapolis Club, and open only to their members, if the consent of the Park Commissioners can be obtained.

The track is nearly circular, something over three miles in length, and if the elements are unusually kind and beat down the stony and sandy places to something like smoothness, fair time may be made. If this month should be a dry one, racing on anything but a Star or Safety would hardly be safe or pleasant. Too few entries have been received yet for me to predict much concerning it.

Our little paper, *The Minnesota L. A. W. Division*, after a six-month's struggle with the cold, cruel world, has gone the way of so many good papers, and the *St. Paul Herald* has been appointed the official organ for the remainder of the year. This paper is a small twelve-page weekly, and has recently absorbed the *Northwestern Sportsman*.

In the copy of July 30, lying before me, some two columns are devoted to wheel news, principally made up of what *Puck* would term "localities." Being edited in a larger city than Winona, and having the run of what news both Minneapolis and St. Paul can furnish, it should make a readable paper, and I hope that wheelmen will bestir themselves and send in more items than the Division's most urgent appeals ever brought forth.

The average wheelman is very quick to know a good thing in a cycling paper when he sees it, but correspondingly slow in aiding to make it such, and if he happens to have anything in the way of items it takes the suction power of a steam air-pump to draw them from him. For one, I must say that I always prefer seeing even little local items instead of clippings—no matter how ably clipped—for it shows that correspondents are making a commendable effort to do their duty. The above is written in an impersonal sense, and not intended to bolster up my own literary efforts. L. B. G.

Charles Schwalbach reports an enormous renting and storage business over Brooklyn way. Tandemoning and tricycling are rapidly coming into favor with the ladies.

The Continental Hotel, the League headquarters at Newark, is conveniently located, being just at the D. L. and W. depot on Broad street, from which point the wheelman can flit as easily to the Roseville track as he can over to New York and back. We recommend wheelmen visiting in the Oranges to patronize this hotel.

The Windsor Baths, Nos. 5 to 9 West 46th street, are much frequented by wheelmen during the warm weather. They are the finest appointed in the city.

The Judd Mfg. Co. are conveniently located for cyclists. They have on hand a fine assortment of sporting goods, including bicycle, athletic and tennis outfitings.

Mr. John Read has just returned from a flying trip to Europe, going and returning on the same steamer. Meanwhile the firm is struggling to keep abreast with its orders for New Mails.

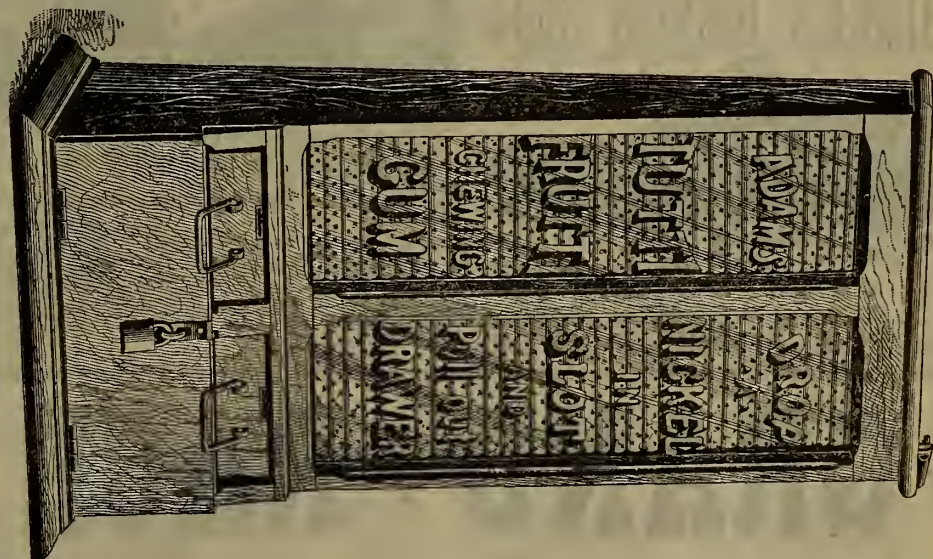
Mr. L. H. Johnson has just received a shipment of genuine Humbers via the steamer Queen. They are very much admired by the Orange folks. Mr. Johnson is sole agent for this high class wheel.

An unknown English friend sends us a little sketch of a trip through the Garden of England. The crisp early English morning air, the drone of the bees, the flitting of butterflies, and the odor of strawberry fields, are told of in appreciative language, that proves "Free Lance's" heart is in the right place. Doubtless some lovers of nature will read his little skit with pleasure.

We would call special attention to the tournament which will be held at the Roseville Track on Saturday, August 20. Before the Roseville Track materialized, great was the howl for a first-class track in this vicinity; yet, when money has been sunk, and a really first-class track is given them, the wheelmen refuse to support it as they should.

By referring to their advertisement, the public will see that an attractive programme has been prepared, and that the fastest amateurs and professionals in the country will compete, are already at the grounds, in fact, preparing for the races. The price of admission is almost nominal, and we hope wheelmen will rally and support the Association's effort to educate the people up to first-class sport. We hope Brooklyn and New York will send a large contingent, and would suggest that the captains of the various clubs call runs at the grounds for that afternoon.

One afternoon last week we paid a visit to Messrs. Adams & Sons' factory at Brooklyn, where their famous Tutti-Frutti and other gums are manufactured. Mr. Adams told us that wheelmen were rapidly recognizing the value of Tutti-Frutti, and that many clubs and cycle dealers had applied to the firm for the Automatic Venders, of which we present a cut. The Vender is neatly constructed, small and compact. By dropping a nickel in a slit made to receive it, a bar of Tutti-Frutti drops into a drawer below. The feature of the Vender is that the firm takes entire charge of it, calling to refill and collect the receipts, and allows the club 20 per cent for their share. It is surprising how this mounts up, until at the end of the month it is quite a respectable sum. We advise club captains and agents to communicate with Messrs. Adams & Sons, Sands st., Brooklyn, N. Y.



KANSAS CITY, Mo., July 27, 1887.

The Gormully & Jeffery Mfg Co.,  
Chicago, Ills.

Gentlemen:—We are pleased to announce the following as the result of the races, at Paola, during the second annual meet of the Kansas Division, L. A. W. Out of thirteen races, eight firsts and four seconds were won on Light Champions, four firsts and six seconds on Victors, one second on a Star, one on an Ideal, and one first on a Kangaroo. The remaining second was won on a Rover. In addition to this very good list, the writer broke the half-mile track record, Paola track, making it in 1:24.

Truly yours, FRANK S. RAY.

Only a Limited Number Made Every Year.

FULL DRESS  
STRAIGHT CUT.

Unquestionably the choicest Cigarette manufactured. Under no circumstances will the high standard of these goods be changed. These cigarettes, although costing more than others, are well worth the difference asked, and always give the most entire satisfaction.

PACKED.—20 CIGARETTES.

KINNEY TOBACCO CO., New York,

Successors to KINNEY BROS.

Send 15 cents for sample package.

E. R. STOCKWELL,  
19 John Street, New York,

MANUFACTURER OF

Bicycle & Athletic Badges  
and Medals,

IN SILVER AND GOLD,

At Satisfactory Prices,





**THE FINEST FLOWERS.**—Are used to make the grand perfume which is now so popular and known as "Wenck's" Opera Bouquet. It is truly the most refreshing and lasting perfume for the handkerchief. Ask for "Wenck's" Opera Bouquet. For sale by all dealers in fine perfumery.

**RACE MEET.**—The East Hartford Club have decided to hold a tournament on September 9 and 10. The programme will consist of handicaps and class and scratch races, for amateurs only. The club's quarter-mile track will be put in the best condition.

The Clinton (Mass.) Bicycle Club elected the following officers, August 1: President, George B. Jackson; Captain, Charles F. Martin; Sub-Captain, H. B. Amsden; Sec'y-Treas., E. A. Evans; Color-Bearer, F. B. Evans; Bugler, R. W. Bourne; Club Committee: First three above officers, with S. L. Smith and J. V. Leland.

The Vonkers Driving Park contains a half-mile trotting track which is very hard and smooth, and with a little care could be made a first class bicycle track. The Vonkers Club should run a tournament at the Park.

The Manhattan Wheel Exchange reports a large trade in second-hand wheels, now that the cool weather is with us.

The Columbia shoe is a favorite with all who have used them. Well-made, durable and moderate in price.

I herewith certify that Mr. T. A. Smiley taught my boy Charles to ride the bicycle in three lessons. The third lesson he went on the road with his teacher.

H. ALSBERG,  
169 E. 116th St., N. Y. City.

## THE Continental Hotel,

448 & 454 BROAD STREET,  
OPPOSITE D. L. & W. R. R.

The largest and finest appointed Hotel in the city, and for many years the acknowledged League Headquarters.

SPACIOUS BILLIARD PARLORS AND CAFÉ

Connected with the Hotel.

H. C. WHITTY & CO.,  
Proprietors.

## Columbia Bicycle Shoe.



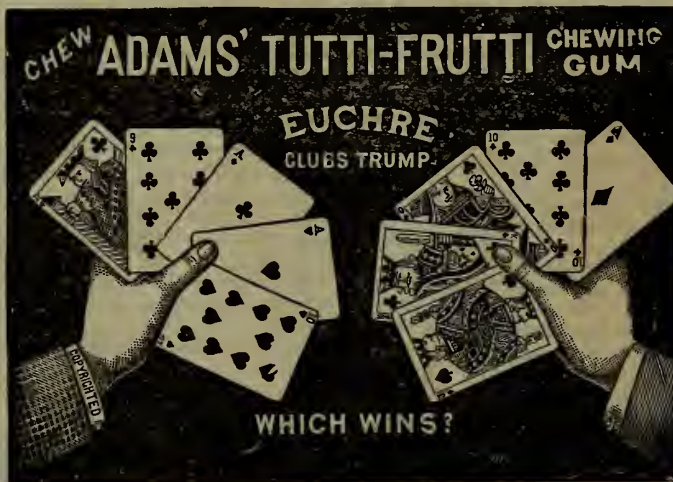
Columbia Bicycle Shoe

Black Leather, \$4.00; Russet Leather, \$4.50.

Lightest and Best Shoe in the Market.

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

### WHAT IS SAID OF IT.



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

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

#### AMHERST COLLEGE GYMNASIUM DIRECTIONS.

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

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

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 accomplishing 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. OGD. DOREMUS, M.D., LL.D

# ✠ GRAND ✠ RACE ✠ MEET ✠

ON THE GROUNDS OF THE

## New Jersey Cycling and Athletic Association,

AT ROSEVILLE, NEWARK, N. J.

## ON SATURDAY, AUGUST 20TH, 1887.

HANDSOME PRIZES. POPULAR PRICES.

All the Fast Amateurs and Professionals will compete.

### PROGRAM.

- 1 Mile Novice, Bicycle.
- 1-2 Mile Amateur, Dash, Bicycle.
- Club Race.
- 2-Mile Amateur, Bicycle Handicap, 6 min. limit.
- 1 Mile Professional, Bicycle, Handicap.
- 1 Mile Amateur, Tandem Tricycle.

- 1 Mile Amateur, Bicycle, Handicap.
- Club Race.
- 1 Mile Amateur, Bicycle, Lap.
- 2-Mile Professional, Bicycle, Handicap.
- Club Race.
- 1 Mile Amateur, Bicycle, Consolation.

ENTRIES CLOSE AUGUST 17.

The right to reject any and all entries is reserved. Fees, 50 cents for each amateur and \$1.00 for each professional event.

J. C. WILLEVER, 115 ARLINGTON STREET, NEWARK, N. J.



— HOW TO —  
**Buy, Sell or Exchange.**  
 ADVERTISE IN OUR  
*For Sale, Exchange,  
 and Wants Column.*

Twenty-five Words, - - - Fifteen Cents.  
 Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED  
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 to regain Health and Vigor. **Home Treatment**  
 for Nervous and Mental Diseases. TRIAL SENT.

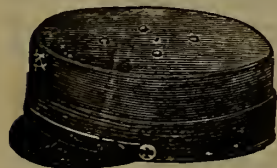
Address, J. M. BATE & CO.  
 283 S. Clark Street, CHICAGO, ILL.

### A New Map of the Orange Riding District,

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

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

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**Sporting Goods.**  
**LOWEST PRICES.**  
**123 FULTON ST**  
 In Hat Store, up stairs.

### EASY PAYMENTS.

New Rapid, Champion, Star and other Bicycles and Tricycles

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



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The most certain and safe Pain Remedy. Quickly cures Cramps in the bowels, Diarrhoea, Cholera Morbus, Dysentery, &c., without bad after effects.

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DON'T PUT YOUR MONEY INTO AN IMITATION WHEN THE SAME AMOUNT WILL BUY THE GENUINE.

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WITH

A NEW AND MUCH IMPROVED PATTERN OF TRIGWELL'S BALL HEAD. WARWICK HOLLOW RIMS.

NO MORE GRIP-TIRES.

BOWN'S GENUINE BALL BEARINGS THROUGHOUT. DETACHABLE CRANKS AND HANDLE BAR. OVAL BACKBONE, LACED SPOKES, ETC.

SEND FOR ILLUSTRATED CATALOGUE TO

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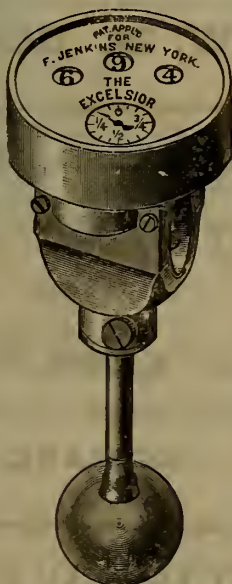


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PEOPLE OF REFINED TASTE, WHO DESIRE EXCEPTIONALLY FINE CIGARETTES SHOULD USE ONLY OUR STRAIGHT CUT, PUT UP IN SATIN PACKETS AND BOXES OF 10s. 20s. 50s. AND 100s.

14 First Prize Medals.

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## The New Excelsior Cyclometer!

PRICE TEN DOLLARS.

IT REGISTERS 1000 MILES.

IT READS FROM THE SADDLE.

IT IS ACCURATE.

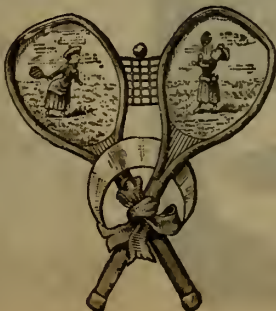
The finest workmanship ever put in a cyclometer. Every part is machine made and guaranteed accurate. Send for circulars.

### FREDERICK JENKINS,

291 West 11th Street,  
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A limited number of the No. 2 Cyclometers, which register 100 miles, will be sold at \$5.00 each, to close them out.

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SPECIAL DESIGNS WITH ESTIMATES FOR PRIZES  
 BICYCLE, TENNIS, ROATING, SHOOTING, ATHLETIC CLUBS, &c.,  
 BEYOND COMPETITION.

CORRESPONDENCE INVITED.



—STAR—  
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—STAR—  
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BROOKLYN, N. Y.  
Large Assortment of New and Second  
Hand Wheels of all Makes.  
REPAIRING QUICKLY DONE.

☞ My workmen are skillful, and  
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☞ Largest Bicycle dealer and  
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GREAT BARGAINS IN SECOND-HAND WHEELS.

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

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PERFUMES AND TAKE NO OTHER.  
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SPECIALTIES:

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The lightest and strongest Road Bicycle Shoe made;  
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Bicycle Racing Shoe for Rat-trap pedal, 5 to 7 oz. a  
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All shoes made of the best Black or Russet Kan-  
garoo. I am the only manufacturer using genuine  
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DEAR SIR—The shoes which you made me are very  
satisfactory and are without doubt the best I have ever  
seen or used. Yours very truly,

A. B. RICH.

For practice, SEAMLESS CANVAS RUNNING  
SHOE, Light, Strong and Cheap, to order \$3 and \$3.50.  
Send for Catalogue and Price List.

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**WHEELMEN,**  
WOULD YOU LIKE TO SMOKE A REALLY GOOD  
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**THE RISIDO**

IS AN HONEST HAVANA FILLER, AND IS PRONOUNCED BY EVERYBODY  
A 10 CENT CIGAR FOR 5 CENTS.

Ask for it, and don't smoke cigars that are full of artificial flavor.

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Base Ball, Gymnasium, Bicycle, Athletic and all kinds of Sporting Goods.

### ROBERTSON'S ELECTRIC COMPOUND

Is used by all the Prominent Athletes for removing Sprains, Soreness and Stiffness. 25 cts. per Bottle.

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## Cycling Sundries.

Hose Supporters,  
Lighting Oil,  
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Tire Tape,  
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In fact anything and everything in the Cycling line.

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FOR SALE BY

**GEORGE CLEMENT,**  
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KEEP THIS FOR REFERENCE.

**Zylonite Collars and Cuffs**  
are as ECONOMICAL and DESIRABLE as represented, can always  
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by addressing **GEORGE CLEMENT & CO., 33 East 22d Street, New  
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Gents' Collars, 20c. 6 for	- - - - -	\$1.10—\$2.00 Doz.
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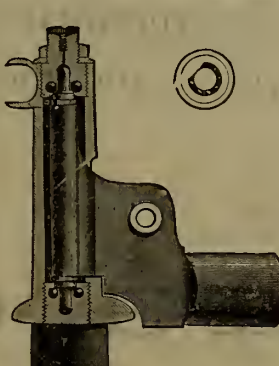


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