

# THE WHEEL

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The very complete and detailed dispatches that appeared in the *New York Herald* were supplied by Mr. Fred. Jenkins of THE WHEEL.

The tournament was financially very successful, a local paper estimating the profits at the "modest" figure of \$10000. This profit belongs entirely to the club and already schemes for spending it are being suggested, the most favorable being the erection of a palatial club-house.

There will be a "Breakfast Run" of the Citizens, leaving the Club House at 6.30 a.m., sharp, Saturday, 19th inst. The Run will be to the establishment of Aunt Polly Hopkins, at 136th street and Mott avenue, where a simple, yet nutritious, breakfast will be served. The participants will be back at the Club House by 8.30 a.m.

All the English papers made special arrangements for reporting the Hartford and Springfield meets. Of our last week's exchanges the *Cyclist* seemed to have got the lead. It gave the result of the two days at Hartford printed on a supplementary page, which was evidently folded in the regular paper at the last moment.

As will be seen in our "From the Clubs" the Buffalo Ramblers will ramble to the Buffalo Driving Park on Tuesday afternoon, September 21st and there hold an interesting race

meet, in aid of the Music Hall rebuilding fund. Handsome prizes will be given and an interesting time is promised.

**RIDING RESTRICTIONS REMOVED.**—Mr. W. L. Wright, Secretary of the Wheeling Wheelmen, West, Va., are congratulating themselves on the passing of an ordinance by the Common (sense) Council permitting wheelmen to ride on the streets, alleys and pavements of the city. Previous to the granting of this boon it was criminal to ride in the city.

The second annual race meet of the New Castle, Pa. B. C. will be held Oct. 6, '85. The races will be held on a quarter mile track, specially constructed for bicycling. The parade commences at 1 p.m.; the races at 2.15. Wheelmen with their wheels admitted free. All cyclists are cordially invited to attend. For information of the races see "From the clubs."

The *Springfield Republican* had most complete and most accurate accounts of the meet, the only detraction being the attempt to lay the blame of Hendee's header on the head of the "ever reckless" Cola Stone. It is quite unnecessary to point out to the inexperienced, that in trying to pass on the inside Hendee was palpably wrong and if there is any grievance at all it is on Stone's side.

When the Englishmen begin to discuss our climate, their vocabulary fails to supply them with language wherewith to express their disgust. "Beastly, yer know?" It was the climate that gave English hysterics, that got Webber off in the early part of the visit. Cripps tells us that in England a man can ride all out in a heat and after a sponging and a short rest he can repeat in as good, if not better time than the first trip.

The Springfield meet proved that though New York is practically trackless, she can hold her own when it comes to flyers. The performances of Rich, Renton, Kluge and Harris, stamp them as riders of high rank. The only question is, how many more men have we got who do not know their own powers. The only way to solve the problem is to build a Springfield track. Some move in this direction should be taken at once so that a scheme can be perfected during the winter.

The St. Louis Ramblers meet which will be held September 25 and 26th promises to be one of those most interesting ever held in this country. Handsome prizes have been offered and already the following cracks have entered: Hendee, Cripps, Howell, James, Woodside, and Neilson. Hendee and Howell will both attempt to break the existing amateur and professional mile records. We have received a photograph of the Ramblers prize cup which will be contested for in the one mile open. It is about the handsomest thing of its kind we have ever seen. The St. Louis wheelmen are noted for their hospitality and Eastern Wheelmen may be assured of a gratifying reception. Remember the entries close in a few days.

### FROM THE CLUBS.

#### FIXTURES.

Sept. 19.—L. E. C. W. meet at Danvers, Mass.  
Sept. 22.—Race Meet at Minneapolis, Minn.  
Sept. 22.—Providence B. C. Tournament at Narragansett Park.  
Sept. 22.—Buffalo Ramblers' Bicycle Club Tournament at Buffalo Driving Park.  
Sept. 25, 26.—St. Louis Ramblers race meet.  
Sept. 26.—Massachusetts B. C. race meet.  
Sept. 26.—Pentucket Wheel Club. Race meet at Haverhill, Mass.

#### CLOSING OF ENTRIES.

Sept. 20.—Entries close for St. Louis Ramblers' race meet, with L. J. Berger, Main & Market Sts., St. Louis, Mo. Full particulars in WHEEL of Sept. 2.  
Sept. 21.—Entries close for the Buffalo Ramblers' meet. 1, 3 and 5 miles open; 1 mile club novices; 1 mile club champ.; 1 mile champ. of Buffalo; 2 mile 6.30 class; 1 mile tricycle, 3.30 class; 1 mile safety, 40 in. and under. Handsome prizes. Fifty cents for each event. Address H. B. Smith, 405 Delaware Ave., Buffalo.  
Sept. 26.—Entries for Pentucket Wheel Club's races at Kenosha Park, Haverhill, Mass., close the morning of the races with Arthur E. Leach. Fee, fifty cents, (returnable to starters), each event. Open events; 2 miles novice, 3 miles lap, 1 mile bicycle and 1 mile tricycle.

### A COMING ROAD RACE.

There will be a road race under the auspices of the Citizens Bicycle Club of New York on Saturday, September 26th at 3 p.m. Gold medals to first and second. The route will be from the junction of 59th street and the Boulevard to Yonkers and return as follows: Boulevard to 145th street, 145th street to St. Nicholas Ave.; St. Nicholas Ave. to Kingsbridge road, Kingsbridge road to Broadway. Broadway to Getty House Square Yonkers, turning the lamp-post in centre of square and returning to starting place by same route. Competition open only to the members of New York City Cycling Clubs. Entries close September 23d, and should be made with Simeon Ford, Citizens Bicycle Club, 313 W. 58th street or Geo. R. Bidwell, 4 E. 60th street.

### WILLIAMSPORT WHEEL CLUB RACES.

The initial race meet of the W. W. C. was held at Old Oaks Park, Williamsport, Pa., on Saturday, Sept. 12. It was a grand success, 3000 people making the venture a profitable one, and so encouraged and enthused is the club over its "novice" meet, that next year, something on a much larger scale will be attempted.

At one o'clock the wheelmen formed in line and headed by a brass band they rode out to the Park. The races commenced at three. The officers were: Starter, Joseph Schneider; Judge, Mayor Crans; Timers, James Irvin, J. C. Brown and Dr. Rand; Scorers, C. A. Stiltz and Joseph Gann.

The opening event, the one mile club was contested by eleven men. N. R. Hubbard took the lead at the start but he soon fell to the rear, making way for Ed. Gohl who reached the goal in 3.28 3-4; J. G. Hess, second, and W. T. Andrews third.

Five youthful aspirants for booty started in the half mile boys race. Mathewson took the lead at the start and was never headed, finishing in 2.11 1/2; Wright second; Burrows, third.

The half mile dash was an "excursion for Geo. E. Weber, who took the lead from W. J. Bowman before he had ridden a furlong, and easily held it to the finish; H. E. Hersey finishing third.

The half-mile ride-and-run was won by N. R. Hubbard in the excellent time of 2.10; Hersey finishing second; J. Howard, 3, and E. Sheffer, 4.

An interesting race was the half-mile tricycle in which four men competed. Bowman won in 1.34 1/2; closely pushed by C. M. Adams, W. T. Andrews, and J. Bowman in the order named.

The next event was a half-mile safety, W. O. Mankey, J. Howard and R. H. Bussler were the starters, Mankey winning 2.04 1/2; Howard second.

The two mile dash was won by Geo. E. Weber, in 7.05; B. Brown being second by a quarter mile; Adams, Bowman, Hersey and Honk withdrawing before the completion of the race.

The half-mile hands off was won by Dr. N. R. Hubbard in 1.47 1/2; E. Chamberlain second; J. O. Beck, third.

After this event Geo. E. Weber rode an exhibition mile, covering the distance in 3.15.

The concluding event of the day was the half mile consolation, which Adams won in 1.40.



# HUB HAPPENINGS.

The big tournaments are over and for one I must admit that I am glad of it. Of course everybody had a grand good time at the meet, but to one that attended them both throughout the five days they proved tiresome during the last day or two. Too much of anything, no matter how good it may be, wears one. The excitement throughout the races was intense, and to this, I think, is due the fact that when night came all retired to bed feeling as tired as though they had done a heavy day's work.

When I attend such large tournaments I cannot refrain from continually asking myself "Why cannot such a tournament as this be held in Boston?" There is certainly no good reason why one should not be held here. As I have so many times said we have wheelmen by the thousand and a dozen wealthy dealers, nearly all of whom have offered to subscribe liberally towards the expenses of such a meet. But we lack some one to take hold of the thing and push it. If we only had a Barnum it would not be long before we could show you a tournament that would astonish the world. We have still hopes however that some one will before long rise up and lead us to the goal we long for.

By the vote of the league officers at Springfield, accepting the invitation to hold the meet in Massachusetts, it has been practically decided that next years meet will be held in Boston. Then we may be able to show you that if Boston cannot get up a race tournament she can do something big in the way of a League meet.

I think it quite likely that there will be considerable criticism over the action of the officers giving the meet at Boston, as it has once been held here; but all things considered, I think that the action was a wise one and will result in a great benefit to the League. What Boston can do in the way of a meet was I think, well shown four years ago, when there were not one-fourth as many wheelmen in the country as there now is. Then Boston had a bigger turn-out of wheelmen than has assembled at any meet held since.

As you all know League interests have not boomed to any great extent in Massachusetts during the past few years, and anything which will tend to revive the old time interest in a state like Massachusetts, which has so many wheelmen that it cannot help but rebound greatly to the Leagues benefit. Looking at it in that light the officers made a wise choice.

As regards Bostons' ability to entertain visiting wheelmen, I think that no other city will presume to set herself up as a rival. Of our perfect roads and and facilities for transporting wheels about the city nothing need be said. Nor need any more be said about our two clubs, the Massachusetts and the Boston, the former with a membership of about 250 and the latter with 350; and their elegant club houses so fully capable of entertaining all the wheelmen that may attend the meet. That the visiting wheelmen will be entertained, you may be assured. There will be none of those petty charges to wheelmen which created so much talk at Buffalo. A large sum of money can, and will be raised as an entertainment fund, and every dollar will be expended for the purpose for which it was raised. None of it will be saved to build club houses with, or

squabble over. Our two large clubs and the several smaller organizations will jointly appoint committees and give their whole support towards making the meet a success.

About the only objection that has been raised against the meet being held in Boston is that the Boston club does not belong to the League. From a careful inquiry among the members of the club I have every reason to believe that when it has been definitely settled that the meet will be held here, the club will vote to return to the League. Any one who knows the Boston club men must know that they would not allow the League to come here, and not lend their aid towards entertaining the visitors. I can promise you that there will be none of that disagreeable trouble which marred the Washington meet.

I have before stated in these columns that I thought one of the chief reasons why there were so few League members in Boston was because the Boston club was not a member. It is but natural that the smaller organizations and unattached riders should accept such an old influential club for an example.

As is generally known the Boston club was the most active of all clubs in forming the League, and placing it on a solid basis. The members continued to take an active interest in its management until that unfortunate trouble at Chicago when the club withdrew from the membership, thinking that it had good cause for its action. Those who were then prominent in the League are so no longer, and the hard feelings then generated have now almost wholly died out.

Considering all sides of the question I think that it will not fail to be generally admitted that the action of the officers as for the best interest of the League.

The Massachusetts Division of the L. A. W. are planning for a pleasant reunion at Worcester on September 24. The following extract from a circular now being sent to members will show what the meet intends to be:

"Your committee on meetings for 1885-6, desirous of increasing the acquaintance and good fellowship among the members of the Massachusetts division, L. A. W., and feeling that the times for sociability in the past have been too few and far between, invite you to the meeting of the division to be held in Worcester on Thursday September 24, 1885."

We ask that you throw aside the cares of business for one day and join in making this a field day, in which all restraint be removed, old acquaintance be renewed and new acquaintances formed, that this may be a red-letter day for our division. Worcester is centrally located and the Worcester-Aeolus wheelmen have invited us. They know well how to entertain, and have promised us a good time. They will locate us on the shore of the beautiful lake Quinsigamond, where boats are in abundance; in a good picnic ground, where we may indulge in all the out-door sports our fancies can suggest, without fear of disturbing our "neighbors." We want each member of our division to be present, and ask that you bring one good wheelman with you who is not a member.

When it was announced at Springfield, after the famous 20 mile run, that Burnham had failed to cover the distance within the hour, a sadder or more disappointed man than that same

Burnham it would be hard to find. He remained out of all the days races for the purpose of accomplishing this feat. I think that every Boston man also felt sorry for we desired greatly to have such a record held by a man hereabouts. Burnham would not believe that he had failed and entered a protest with referee Bassett. That gentleman has since investigated the matter and to-day he told me that Burnham really did cover the distance and with 135 yards to spare. The mistake was caused by a stupid blunder on the part of some officials who wrongly reported the position of Burnham and American Weber to the referee. The way they reported, Burnham had been lapped by Weber and was then riding a hundred yards or so ahead of him on the track. Everyone who witnessed the race knows that Burnham was not lapped, but that he was some hundred feet behind American Weber and not more than half a lap behind English Webber. The corrected score for the hour's riding is as follows: English Webber, 20 miles 635 yards; American Weber, 20 miles 290 yards; Burnham, 20 miles 135 yards. The blunder was a stupid one and is very surprising when the otherwise excellent management of the races is considered.

The Massachusetts club has laid out the following route for its 50 mile road race: The start will be made at some point a short distance beyond Chestnut Hill reservoir, and from thence by Washington street through West Newton, Watertown Avenue through Watertown, Common street up over the big hill and through Belmont; then by Pleasant street to Arlington, Medford street to West Medford and then Medford, and from there over the usual course down Tower Hill and direct to the Boscobel House in Lynn. From there past the Lynn Common and by Essex street through Swampscott to the turning point which will be at the ice-house about four miles this side of Salem. The return will be over the same route to Medford by Mystic Park, and under the famous bridge for headers. Then by Elm street through West Summerville, Day street to North Avenue, to Harvard square, Brighton street to Beacon Park, Cambridge street, Linden street, Brighton avenue to Beacon street, and by Hereford street direct to the club house on Newbury street, in front of which the race will end.

I notice in *Wheel Life*, an English cycling journal of some pretensions as to circulation and influence, an article criticising the actions of the Big Four Tourists on their recent memorable excursion. The writer after styling the tourists "howling hoodlums," and like delightful things, concludes by stating that he has a very high regard and respect for American wheelmen as a class, and that these youthful blowers of tin horns and wearers of gay ribbons, must not be taken as representatives of their country. How many representative wheelmen there were on that tour a glance at the list of names will quickly show. The only sensible statement in the whole article, is at its beginning, where the writer states that he knows little about American cycling. That is very true, and if in the future he would devote his literary efforts to writing on subjects that he does know something about he would prove of more benefit to mankind, because he would

then be likely to make no further attempts at writing.

C. S. H.

BOSTON, Sept. 11. 1885.

# THE GREAT SPRINGFIELD MEET

SECOND DAY SEPT. 9th.

It rained steadily last night and great fears were entertained as to the probability of a postponement of the races, but this morning as good luck would have it, the wind shifted and blew the clouds away, leaving the track in a somewhat spongy condition for the races. The trial heats were set down to be run off this morning at half-past ten, but on visiting the track it was deemed best to postpone them until one o'clock. The attendance was very large fully twenty thousand people filled the grand stands to overflowing and lined the track two deep for over a quarter of a mile. It was a very orderly crowd, and few rows occurred. Only once was there any commotion and then the offender was promptly ejected. The management was excellent, the press seats were reserved for all the prominent papers and bulletins giving the details of each race were promptly furnished to the scribes. It was a great day for the English visitors and they cleaned every thing before them except in the three mile record race, when Burnham and Rowe defeated M. V. J. Webber. Several world's records were smashed, and the performance of Furnivall on a Humber tricycle will remain on the record book for some time to come. The absence of Hendee was regretted, but we doubt if his presence in his present condition would have altered the results materially. The finest riding was shown in the three mile handicap when Webber the scratch man covered the distance in 8.17 2-5 making a world's record, being defeated by Rich in 8.16 2-5, the latter starting from the 50 yard mark.

Promptly at 1-30 the first heat of the one mile open was called. The entries were Furnivall, Knapp, Webber, Renton, English and Hunter. The results were as follows: Percy Furnivall 2.50 4-5; W. F. Knapp, George E. Weber, R. H. English. The winner had a comparatively easy time of it and romped in in his most approved style.

Second Heat—W. A. Illston, Birmingham, England, 2.47; A. B. Rich, New York; E. P. Burnham. This was a pretty bunch from start to finish, the winner pulling out from the group on the home stretch, with the others close at his heels and hardly a wheel apart.

The half mile 1.30 class for amateurs then followed. The woods were full of would be flyers, and nine started in both heats. The time was fast for the class but of course sank into insignificance alongside the record for that distance.

First Heat—C. E. Kluge, one-quarter 41s.; one-half, 1.21 2-5. R. Schlager and D. W. Rolston. The Jersey City representative on his Star made things literally hum. He started into the lead and was never headed. The other men were well bunched at the tape.

Second Heat—A. O. McGarrett, Springfield, one-quarter, 39 2-5 and half 1.20 2-5. John Illston, Chas. Adams. The home man won a very popular victory on the home stretch and was loudly applauded.

This finished the preliminary trials and fully twenty minutes elapsed before



the regular programme was resumed. Promptly at half-past two Referee Bassett tapped the bell and the following men appeared for the final heat of the great one mile race. W. A. Illston, Star Weber, P. Furnivall, W. F. Knapp, E. P. Burnham, and L. A. Miller. Sceldom has such a fine field faced the starter and it was confidentially expected that Sellers 2.39 would go to the wall, but the track was a bit heavy and no one felt like exerting himself particularly. The quarter was covered in 47 2-5, the half in 1.30, three-quarters, went by the board in 2.10 1-5 and the total distance was done in 2-45 1-5. Furnivall won quite easily with Illston and Ives, second and third.

The one mile professional sweepstakes for \$300 and the Championship then followed. It was a tame affair, alongside the brilliant handicap of the day before when Wood broke the world's record. It was apparently fixed by the English visitors that they should carry off everything and they did not take the Americans into consideration, knowing full well that they could beat them off. Although Howell won the most races, Wood secured the best records and few who watched the performances of the men during the two tournaments, could be found to back Howell in a genuine race. The entries were John S. Prince, Chicago, Ill.; R. A. Neilson, Boston's crack professional and really the best man representing America; Fred Wood, Leicester, England; R. Howell, Leicester, England; R. James, Birmingham, England; the latter apparently not in such good shape as last year when he made 2.39 2-5. The results were as follows: Howell 2.49 2-5; Wood 2.49 4-5; James 2.51 4-5; Neilson and Prince. A good start was effected with James in front to make the pace and do the "donkey work." He reached the quarter in 45 1-4 with Howell and Wood close at his heels, Prince and Neilson riding last. This order was kept up until the half-mile with the positions unchanged. On the last turn Howell and Wood shot by the leader like a flash the former having the pole. They fought hard apparently all the way to the grand stand and almost distanced the others, but the audience hissed most heartily when the slow time was hung out, remembering the much better time of the pair in the mile handicap the previous day.

The three mile open for safety bicycles then followed and a new set of records made for the second and third miles: The starters were A. P. Engleheart, Croyden, England; R. Chambers, Birmingham, England; F. Allard, Coventry, England, and Joseph Powell, Smithville, N. J. the latter mounted on a "Pony Star." They made a very pretty race from start to finish. Engleheart took the lead at the pistol shot and crept to the quarter in 41 4-5, coming into the home-stretch Chambers spurred to the front in 1.27 2-5 with Powell second; the others close behind. Continuing on he reached the three-quarters in 2.11 1-5, one mile 2.55. On the second mile Engleheart took a hand at spurring and moved across the tape to the tune of 6.05. It was anybody's race the last two laps, the pace being materially increased. When the bell rang all responded and Engleheart looked a sure winner, but Chambers was not to be easily beaten off and came down the home stretch at a tremendous pace winning in 8.59 2-5, with Allard close be-

hind in 8.59 3-5. Engleheart third and Powell close to his little wheel.

While all were taking a well earned breathing spell, the Peerless Unicycle rider Mr. N. E. Kaufman of Rochester, attempted to beat his record made at Buffalo during the League meet. In a brilliant suit of red, he appeared on the scene with his single wheel and started on his journey against Father Time. His first quarter was 53 2-5s. the half in 1.51 3-5, and three-quarters in 2.52. In rounding into the last turn, he fell, but quickly remounted and ran in, completing the distance in 4.10.

The final heat of the half mile, 1.30 class brought nine ambitious youths to the scratch. They were D. W. Rolston Worcester Mass.; C. E. Kluge, Jersey City, N. J.; J. R. Schlager, Scranton, Pa. C. E. Titchener, Binghamton, N. Y.; A. O. McGarrett, Springfield, Mass.; John Illston, Hartford, Conn.; Chas. P. Adams, Springfield, Mass.; D. H. Renton, New York and T. R. Finley, Smithville, N. J. At the start Illston led the parade but the coffee mill machine with Kluge in the saddle led past the quarter and opened out a fine lead all the way home in 1.17 4-5. Schlager crept past young Illston and captured second place in 1.18 1-5.

The sun having dried the track considerably, the records went by the board in the next race a three mile "record" for amateurs. The number of fast men entered gave promise for a fine race and the immense audience were not disappointed. L. A. Miller, H. E. Bidwell, W. E. Crist, W. A. Rowe, R. H. English E. P. Burnham, M. J. V. Webber and G. E. Weber put their machines on the mark and carefully climbed into their saddles at the word. Bang went the pistol and away they went at a cracking pace. Star Weber made one of his noted spurts at the half mile in 1.20, but Rowe went ahead at the end of the first mile in 2.42 4-5; Miller who was riding fifth took a tumble and those behind were obliged to pull up very sharply to avoid his wheel which went bounding across their path. Burnham won the next three laps and made a world's record of 5 34 2-5 at two miles, but in the final spurt was beaten by English Webber in 8.22 4-5, Rowe a good second. Burnham having made the greatest number of points was awarded first prize, Rowe second and Webber third.

A ten-mile race for professionals, then gave the audience and the reporters a chance to stretch their lower limbs and make heavy investments in peanuts. R. Howell, R. A. Neilson, John Brooks, Fred Wood, John S. Prince, R. James, and W. M. Woodside made a pretty bunch and gave a fine exhibition of riding. The pace was miserably slow at first, but got up into the American record figures towards the last. Woodside did most of the work for the first four miles and gave way to James at the end of the fifth. He never again appeared in front and finally finished last. Prince evidently went wrong, and failed to get a place, and Brooks hardly showed to better advantage. At seven miles Neilson went in search of a record and was followed by Brooks, taking the lead in the seventh mile. The English party then grew tired apparently of the slow pace and Howell led the way for the eighth and ninth miles. It was Wood's turn to win, nevertheless, and the same old apparent struggle was enacted for the amusement of the public, the latter winning

handily with one of his prettiest spurts in 30m. 54 3-5s. Howell lapping his wheel a good second with Neilson third, and James fourth, Prince managed to beat Brooks, and Woodside his old opponents. The following is the time by miles, together with the leaders:

MILES.	TIME.	LEADERS.
1	3.05 1-5	Woodside.
2	6.03 2-5	"
3	9.03	"
4	12.08 2-5	"
5	15.15	James.
6	18.23 4-5	Neilson.
7	21.20 2-5	Brooks.
8	24.28	Howell.
9	28.01 2-5	"
10	30.54 3-5	Wood.

Percy Furnivall, F. F. Ives, R. Chambers, R. Cripps and W. A. Rhodes then competed in a five mile tricycle record race, which was distinguished principally by the fact that the mile's records went to pieces, Furnivall after the first mile, taking the lead and gradually drawing away from the bunch, although cleverly pushed along by Ives, who nevertheless was caught on the last lap by R. Cripps the English Adonis. The miles were reeled off in rapid succession by Furnivall who seemed to get over the ground with less exertion than the others. His time by miles was, 2m. 58 2-5s; 6m. 3 4-5s; 9m. 8 3-5s; 12m 15 1-5, and 15m 18 3-5s, beating all existing records and substituting those which will remain until another Springfield meet.

After a brief breathing spell, the English party consisting of Percy Furnivall and G. H. Illston; R. H. English and R. Cripps; M. J. V. Webber and R. Chambers then competed in a mile tandem race. It was an easy run for all hands and Cripps and English made the running throughout finally winning in 2m. 48 1-5s.

The five mile amateur race 16m., class then followed and these well-known names appeared on the score card and tried to win the Springfield prize cup. C. E. Kluge of Jersey City; H. E. Bidwell the East Hartford flyer; Chas. P. Adams of the local club, W. F. Knapp, Jack Prince's protege, D. H. Renton of New York, John Illston of Hartford; Wm. E. Crist of Washington, L. M. Wainwright, Indiana's Chief Consul and Wm. A. Rowe, Lynn's favorite. The race was rather devoid of interest and it was not until the last lap that the public were at all excited. Renton made the first mile in 3m. and gave way to Kluge in the second, the watches indicating 5m. 56 2-5s. In the third mile Rowe felt the pulses of the bunch by rollicking over the tape in 8m. 49 2-5s. the pace becoming faster and faster. Kluge captured the fourth mile in 11m. 55 2-5s., and led at half a mile from home. The powerful strokes of Rowe began to tell on the last lap and he slowly but surely drew ahead, reaching the coveted goal in 14m. 41 2-5s., with Renton and Kluge fighting all the way to the finish the former getting rather the best of it, in the final spurt.

The final race, a three mile handicap brought out a field of twelve who were given starts up to 200 yards on M. J. V. Webber, G. H. Illston and H. W. Gaskell the scratch men. Fifty yards away were A. B. Rich and D. E. Hunter, while at 120 yards, C. E. Titchener, Chas. P. Adams, J. R. Schlager and Allard were located. At 150, P. M.

Harris and H. J. Hall, Jr., represented Gotham and H. B. Wadsworth had the limit. It was a brilliant flashing group that whisked past the grand stand after the other, the scratch men slowly but surely, closing up with the leaders. Gaskell was the first of the three back start men to reach the second mile to the tune of 5 m. 39 3-5s. On the next lap Webber let out a link and made a most brilliant spurt, cutting down the leaders one after the other, until he landed third in 8m. 17 3-5s. making a world's record. It was a brilliant piece of riding and decidedly uphill work.

The crowd cheered themselves hoarse and quite forgot Rich who finished first in 8m. 16 2-5 from 50 yards, Adams securing second. This closed the greatest day of the tournament as far as attendance was concerned and slowly the immense throng wended their way towards the depots and their respective homes.

### THIRD DAY SEPT. 10.

The third and last day of the great meet is over. The visiting wheelmen have with few exceptions returned home and Springfield resumes the even tenor of its way, for another year. The day was the most remarkable of any of the meet. Webber's hour run standing away from anything done at the tournament, including Wood's record mile. The weather was cold and a sharp wind blew across the track. The crowd had also thinned out, not more than 7000 being present.

The regular events of the day commenced with the one mile Professional "Safety" race. Howell, Brooks, Woodside and Higham turned out for this event. Woodside led past three quarter and half with Howell and Brooks closely behind him, Higham had begun to fall to the rear at the start. Shortly after passing under the wire Howell took matters in his own hands by going far ahead. Turning into the backstretch the little wheel of Brook's safety broke off at the backbone, throwing the rider and leaving Woodside in vain pursuit of the flying Englishman, who crossed the tape some twenty yards to the good; Higham rode in third, Woodside passed the quarter in 46 3-5 and the half in 1.28, Howell took the three quarters in 2.13 3-5 and the mile in 2.55. Woodside's time 2.59. The times for the half, three-quarters and mile are American records surplanting 1.32 2 5, 2.18 2-5 and 3.01 2-5 made in a five mile race on Tuesday.

And now came the ten miles amateur record race, which was destined to lengthen into an hour's run which gave Webber world's records from four to twenty miles, and furnished America with two "twenty in the hour" men, at one clip. The starters were Burnham, Webber, Weber, Gaskell, Illston, Furnivall and English. Furnivall started out to get as many laps as soon as possible and he succeeded in getting second prize. On the first lap he was pushed to the tape by young Illston and on the second Burnham almost snatched the lap from him. The American repeated the manoeuvre more successfully on the third lap just getting his wheel a few inches in front at the tape. On the fourth lap George Weber began grinding at the head of the straight and astonished the crowd and winded himself by crossing the tape five yards in the van. Furnivall, English, and Weber had it out for the fifth lap,



# THE WHEEL

and crossed the tape in the order named. The sixth lap was won by Illston by a few inches, Furnivall second. The latter was now pretty tired and he fell back with Burnham who was riding some distance behind. Gaskell had retired exhausted. The seventh lap was won by English, Illston second. English Webber now came forward and took the eighth lap beating English a short length. Illston now retired and English who had caught a cramp also left the track. Burnham and Furnivall were riding in close company some distance behind the two Web(b)ers. Nearing the ninth lap "Star" Weber braced himself for one supreme effort and he raced past the finish a few inches ahead of the Isle of Wight demon. From this point on the race might be said to have been over as far as the element of contest was concerned, for English Webber was plainly the superior of his American namesake, and he started on a run the like of which has never before been heard of. Weber began to gradually fall behind, and he kept doing so till the end of the race. When it was seen that the records under ten miles were being sadly demolished, Webber was induced to keep on for the hour and the two Americans, Weber and Burnham also kept on with the laudable intention of doing "twenty in the hour." Furnivall dropped out at ten miles. Encouraged by the plaudits of the spectators, the plucky boy kept pushing on lap after lap his pluck standing him in good stead long after tiredness was plainly visible in every motion. At one time Knapp of Cleveland came on to coach him but he was soon left behind. On the last few miles Chambers gave the record-breaker valuable assistance. When the bell rang, Webber was found to have covered 20 miles, 635 yards, breaking the world's record of 20 miles 560 yds. made by R. H. English, at Crystal Palace, Sept. 11, 1884. At one time Burnham caught Geo. Weber, but he was compelled to fall back. Weber was coached by Powell and Rich and rode 20 miles, 290 yards in the hour. Burnham who had the aid of McGarrett and Hunter on the last few miles, covered 20 miles, 135 yards in the hour. The following table fully illustrates the merit of this remarkable run:

Miles.	Name.	Miles.	Time.	World's Record.
1.	Furnivall	2.46 1-5	2.46 1-5	2.35 3-5
2.	Webber	2.50	2.50	2.36 1-5
3.	Illston	2.49	2.49	2.34 2-5
4.	Webber	2.51	2.51	2.33 3-5
5.	Webber	2.52 3-5	2.52 3-5	2.31 1-5
6.	Webber	2.53 4-5	2.53 4-5	2.29 2-5
7.	Webber	2.54	2.54	2.28 1-5
8.	Webber	2.54 2-5	2.54 2-5	2.27 3-5
9.	Webber	2.55	2.55	2.26 4-5
10.	Webber	2.56 2-5	2.56 2-5	2.25 1-5
11.	Webber	2.56 3-5	2.56 3-5	2.24 2-5
12.	Webber	3.00 3-5	3.00 3-5	2.23 3-5
13.	Webber	2.59 2-5	2.59 2-5	2.22 4-5
14.	Webber	3.01 3-5	3.01 3-5	2.21 1-5
15.	Webber	2.55 2-5	2.55 2-5	2.20 2-5
16.	Webber	2.58 3-5	2.58 3-5	2.19 3-5
17.	Webber	3.03 4-5	3.03 4-5	2.18 4-5
18.	Webber	3.05 2-5	3.05 2-5	2.17 1-5
19.	Webber	3.08	3.08	2.16 2-5
20.	Webber	3.08 2-5	3.08 2-5	2.15 3-5
1 Hour	M. J. V. Weber	20 miles 635 yds.	2.26	2.26
	Do. Geo. E. Weber	20 miles 290 yds.	2.50	2.50
	Do. E. P. Burnham	20 miles 135 yds.	3.08	3.08

The previous world's record for the hour was held by R. H. English, viz., 20 miles 560 yards. Webber now holds the world's record from three to twenty miles. The three mile record of 8.17 2-5 was made by him the day previous in a handicap. He also held the two mile record 5.30 2-5 made by him in England, but that was beaten by Wood later in the day, Wood doing 5.29.

The WHEEL has closely followed the doings of this young man since he first came out, consequently when he came

over we hailed him as the brightest star of the lot, to the amusement of some of our contemporaries. His poor work at Hartford detracted considerably from his reputation, but his performances at Springfield gained him a wholesome respect and added a brilliant lustre to his already bright reputation. He has beaten Furnivall and English at the longer and has infinitely better records than either at the snorter distances, though we have an unsupportable conviction that Furnivall is his superior up to three miles. It is, at once a pity and a piece of stupidity, that both Weber's and Burnham's times were not recorded. This is but one of several cases in which closer clocking would have shown some wonderful last laps. It is said that English, who has been badly affected by the climate since his arrival, had a severe fit of hysterics after his withdrawal. Shortly after this grand exhibition of strength, speed and pluck and before the buzz of admiration had lulled, Cripps came out on his little "Cripper" tricycle and rode a mile against time, his friend Illston acting as pacemaker on a bicycle. He got a grand pace out of the trike and encouraged by the shouts of the spectators he made world's records for the distance he rode, viz., 1-4. 43 3-5; 1/2, 1 25; 3-4, 2.10 2-5; mile 2.53 4-5.

For the three mile professional race Prince, James, Brooks, Woodside, Neilson, Howell and Wood appeared, being stationed in the order named, Prince having the pole. At the start Brooks got some distance in front, and Woodside was left in last position. On the first turn Howell pushed into second place closely shadowed by Wood; Prince riding sixth among the bunch, and in this order they completed the first mile; time 2.52 2-5. The second mile was a battle between Wood and Howell for first position the former leading by a few feet in 5.59 1-5. On the spurt for home Howell gained a lead of half a length which advantage over Wood he held to the tape, James finished third; the rest some distance off; time 8.46 Wood, 8.46 1-5.

The next event, the one mile safety proved a fast and well-fought contest. The starters were Engleheart, Chambers, Allard, of Coventry, England, and "little" Finley, and little enough the boy from Jersey looked beside his companions. Allard led most of the way, and was just running away from the crowd on the back-stretch, but Engleheart hustled along after him and collaring him on the home-stretch, beat him in several lengths, Chambers third; Finley fourth. Time; 46 1.25 3-5; 2.08 4-5; 2.48 4-5. Allard gets world's records for the half and three-quarters, beating the fractional times made by Engleheart the day previous, when he rode the mile in 2.48 1-5.

For the five mile tandem race three teams appeared. The first to come out were Webber and Chambers, and as they paddled up to the tape round after round of applause greeted the swarthy little Englishman. The climax was capped by the presentation of a bouquet by President Ducker on behalf of the Springfield Club, and Webber acknowledged this mark of favor with a graceful bow toward the occupants of the grand stand. English and Lambert, the Co. of Humber and Co. were the next to come to the start, the former badly baked by his efforts in the ten

mile record, Furnivall and Cripps was the last trio and this popular team received noisy proof of the spectators favoritism. Webber and Chambers took the pole with Furnivall and Cripps on the outside. The latter team took the lead from the start and always had the race well in hand and won with ease though a short brush sometimes resulted in the English-Lambert combination leading the way across the tape at the fractional distances. Webber and Chambers trailed round some distance behind the others, merely riding for third prize. The pace was slow throughout, the times being: 3.34 4-5; 7.07 1-5; 10.21 1-5; 13.39 3-5; 16.45 4-5; English, Lambert, 16.50 2-5; Webber, Chambers, 17.42.

The number of entries in the next event, the three miles, 9.10 class, necessitated forming heats and these were run off at 10 A. M., when the wind blowed and overcoats were at a premium. For the first heat the following men appeared: P. M. Harris, New York; H. J. Hall, Jr., Brooklyn; C. E. Kluge, Jersey City; A. P. Engleheart, Hunter, Salem, Mass.; W. A. Rowe, J. R. Schlager, Scranton, Pa., and W. F. Knapp of Cleveland. Kluge made the running to half where Rowe collared him and remained with the crowd till the last lap when he ran away and won by 30 yards in the excellent time of 8.46 3-5; Kluge, finished second beating Engleheart by several lengths. The latter was at one time far behind but got up toward the finish of the race. Some distance behind rode Hunter, Knapp and Schlager, who finished in the order named and thus qualified for the final. The rest dropped out. Time; Rowe, 1 mile, 2.55; 2 miles, 5.56 2-5; 3 miles, 8.49 2-5; Kluge, 9.07 1-5; Engleheart, 9.08 3-5. The following men started in the second heat: D. H. Renton, of New York; Joe. Powell, Smithville; Adams, of Springfield; Rich of New York; Wadsworth, of Springfield; Ives, of Meriden; Titchener, of Binghampston and Crist of Washington. Ives went at once into the lead closely followed by Wadsworth, Adams, and Crist. Ives led from start to finish, except in the third lap, when Wadsworth showed in front. Coming into the straight Ives was easily first, the rest finishing as follows: Rich, second; Crist, Powell, Ives and Titchener. Time; 2.58 1-5; 6.07 3-5; and 9.07 3-5; Rich, 9.08 1-5; Crist 9.08 3-5. For the final heat, the first five in the trials appeared. The order at the mile ridden in 2.48 was: Rich, Rowe, Powell, Kluge, Titchener, Hunter, Engleheart, Crist, Knapp, and Ives. Kluge led at the second mile in 5.46 2-5 closely followed by Engleheart, who must have beaten record 6.04 by a long ways. On the last lap Rowe suddenly rushed to the front with a ten lengths lead, with Rich and Crist after him. These two had nearly closed up this gap when the homestretch was reached but their effort told on them and Rowe held his own and Powell passed them on the homestretch, beating Rich a few feet for second place; Knapp, fourth; Kluge, fifth. Rowe finished in the fast time of 8.30, the last mile being ridden in 2.43 1-2; Powell, 8.31 1-5; Rich, 8.31 2-5.

In the three miles tricycle Furnivall secured another victory, but did not ride nearly so fast as he did the day previous. The other starters were Powell, English, Winans, Rhodes and

Cripps. The men were well bunched throughout this race, Furnivall, Rhodes Cripps, and English in the front division, the rest paddling close behind. On the last mile Cripps and English vainly essayed to head their compatriot, but he sailed down the home-stretch an easy winner by two lengths; Cripps finishing second, English third, Powell, o; Rhodes, o. The times were 3.25 1-5; 6.38 2-5; Furnivall, 9.37; Cripps, 9.37 2-5; English, 9.41 1-5.

A pretty field was that entered for the mile amateur bicycle handicap. The only scratch start on the programme was Illston, but Rowe and Cook declined the eight yards, as did Rich the ten yards allowed by the handicapper, all three going back on scratch. Schaaf, (50 yards), led at the first lap. Of the scratch men Cook was the first to get out, finishing the quarter in 41s. At the half Rich led the other scratch men in 1.19 45, and at the three-quarters. Rowe was credited with 2.02 2-5. On the last turn for home Rowe passed all the handicap men, hotly pursued by Rich, Knapp and Illston, Cook having fallen to the rear. The struggle up the home-stretch was desperate, Rowe winning in 2.41; Rich, 2.41 1-5; Knapp, (20) 2.41 3-5; Illston, o; A. E. Schaaf, Buffalo, (50), o; J. R. Schlager, (30), o; C. P. Adams, (25), o; T. R. Finley, (30); H. J. Hall, Jr., (30); P. M. Harris, (30); H. E. Bidwell, Hartford, (15), o; Phil Brown, (50) o.

A five miles professional handicap furnished a new set of professional records from two to five miles, the former being a world's record. The starters were: Howell, Wood and James, scratch; the latter had been allowed 50 yards; Neilson 200 and J. H. Polhill of Macon, Ga., 300 yards. The scratch men cut out a tremendous pace at the start to catch the long start men. Wood rode the first mile in 2.39 and the two miles in 5.29 beating "English" Webber's English record of 5.30 2-5; Howell had remained close at his wheel and at the third mile he pushed across the finish first in 8.20 a world's professional record. The two Englishmen had now ridden into first place and they loafed sadly on the next mile, Howell finishing the four miles in 11.32 3-5. On the fourth mile they began to fight for a place, the last quarter being a grand struggle. Wood won by a length in 14.34 1-5; Howell 14.34 2-5; Neilson (275), 14.34 4-5; James fourth. The third and fourth miles are world's professional records.

The last race of the tournament was of course the one mile consolation. Soon after the start the men had strung out badly, Cook finished the quarter in 41 and the half in 1.22, leading at the latter point by several lengths. On the home-stretch Illston and Barbour spurted ahead of him the former winning in 2.48 1-5; Barbour, 2.49; Cook, 2.49 4-5. Bidwell, Brown, Harris, Schaaf, Wainwright and Wadsworth also started.

And so ended the great tournament.

Hendee left Springfield on Wednesday to ride in the St. Louis Ramblers' race meet. Engleheart is still at Springfield. He will make an hour's run on his "Safety" in a few days. Furnivall, who is at Niagara Falls, may ride at Rochester. Hendee will positively leave the track this year.



# THE WHEEL.

## THE NEW YORK STATE DIVISION MEET.

The annual meet of the New York State Division held in Brooklyn last Saturday was most successful, and the Kings County Wheelmen, under whose supervision the meet was given, are to be congratulated on the happy results of their attempt to entertain their brothers of the wheel. The parade was admirable albeit rather late in getting under way; the ride to the classic shades of Coney Island was enjoyable; the dinner in the fashionable shadows of Hotel Brighton was relishable; the races were passable and the business meeting was profitable, though the lateness or rather earliness of the hour toward the fag end of it dulled the ears of many ordinarily active Leaguers.

### THE PARADE.

Saturday ushered in our long expected Indian Summer. It had been drizzling all the week and only the most sanguine could have expected such weather, and the hearts of the hard-working committee must have bounded from minus 8 to plus 84, when they got their first glimpse of the delightful day that had been conjured up for them. The Meet was called for the barbarous hour of 9 a. m. consequently the representative of THE WHEEL, who lives on the western half of the chosen city—Gotham of course—started about 5 a. m. to reach the "fountain" which was for the time being, the shrine of all loyal Empire State Leaguers. A seemingly endless journey through the overcrowded and aromatic purlieus of East Grand street; a trip over the blue stretch of that erratic stream called the East River, a short walk through the streets of Brooklyn, and lo! the fountain. It is at the base of macadamized Bedford avenue. A short distance up a cobblestone side street are the rooms of the K. C. W. The reception committee had detailed men at the different points of arrival and these aids escorted visiting wheelmen to the club house. The hour of starting was announced for 9 a. m., but the neglect of many of the club Captains to report to the committee caused a tedious delay of over an hour. The wheelmen backed their wheels against the curb of the of the eastern side of the broad smooth avenue and a handsome picture they made. A considerable portion of the male and female, and the youthful and middle aged elegance of Brooklyn E. D., congregated in the vicinity of the start and along the line of march to see the turn-out. The small boy was out in force both on foot and a wheel. The former climbed to perilous positions on iron railings and piazzas and burdened the trees; the latter pedaled furiously up and down between lines of people, on their diminutive brightly painted vehicles, now rushing swiftly past with do-or-die expressions, now coming slowly and majestically along. Messengers, aids and officers of high degree rode hither and thither asking a question here, giving a direction there.

At about 10.30 when the plot had begun to thicken, a right royal blast issued from W. W. Flockton's gilded instrument and the pace makers came slowly along, the riders along the curb falling quickly and gracefully into line. The official count made 316 machines, including several single tricycles and three tandems on which were seated ladies dressed in neat costume. This

was a novel and charming sight to the spectators and a hum of admiration followed them all along the line. The gold band fiend was conspicuous by his absence and it is just as well, for had he appeared, the Sun would have undoubtedly become ashamed of himself and withdrawn his benign influence.

The following clubs were noted: Citizens Bicycle club of N. Y. 10 men; Riverside Wheelmen, New York, 3; Brooklyn Bicycle club, 30; Buffalo Bicycle club, 2; Mt. Vernon Bicycle club, 6; Cortland Wheelmen, Peekskill, 3; Kings County Wheelmen, 45; Columbia Bicycle club, Stockport, 3; Bedford Bicycle club, Brooklyn, 8; Wayside Wheelmen, Brooklyn, 10; Hudson Co. Wheelmen, Hoboken, N. J., 3; Rambling Wheelmen, Brooklyn, 5; Rutherford Wheelmen, New York, 5; Alpha Bicycle club, Pennsylvania, 2; Morrisania Wheelmen, 5; Yonkers Bicycle club, 4; Long Island Wheelmen, 28; Ilderan Bicycle club, Brooklyn, 12, and Harlem Wheelmen, 12.

The procession was classified into three divisions; clubs whose entire membership belong to the League; those who are not League clubs, and unattached riders. The first division was commanded by Captain Edward Pettus and Thomas Crichton; the second by Charles Schwalbach and F. N. Douglass, and the third by F. B. Jones and F. L. Donaldson. The entire procession was under command of Chief Consul Edward F. Hill, of Peekskill.

The ride along Bedford avenue was slow, graceful and impressive and many expressions of admiration were heard on all sides. The route from Bedford ave. led through the Eastern Parkway, thence to the West Drive of Prospect Park. After stopping here a few moments to be photographed, they again fell into line, riding through the Park, down the Coney Island Boulevard and along the Ocean Concourse to the Hotel Brighton. After storing their machines the tourists promenaded along the edge of old Ocean. Dinner was served at one and the return bugle was sounded at 1.50, the wheelmen reaching the grounds a few minutes before four.

### THE RACES.

At 3.45 P. M. the advertised hour of commencement, the wheelmen had not returned from Coney Island, and the stands presented a half-filled woeful appearance. Shortly before four, a subdued uproar outside the grounds caused a flutter of excitement to pervade the small boys who were anchored on the fence, and in a few moments the wheelmen poured through the gate and disposed themselves in various parts of the grounds. By this time the audience was considerably augmented, comfortably filling the grand and open stands, about 2000 being present.

The weather was slightly cool and a breeze blew diagonally across the grounds, interfering but little with the riders. The five lap cinder path was in as good condition as a week of wet soggy weather could allow it to be; it presented a smooth appearance, but cut badly before many races had been run on it. The number of good entries led to high expectations, but the absence of Weber and Crist and the retirement of Cripps by a header in his first race was a drawback. The management was fairly good, a little slow withal. The officers of the day were as follows:

Referee, E. F. Hill, Cortlandt Wheelmen, Peekskill, N. Y.; Judges, C. K. Alley, Buffalo Bicycle Club, George R. Bidwell, Citizens Bicycle Club and Elliott Mason, Citizens Bicycle Club; Starter, W. G. Hegeman, W. A. C.; Clerk of Course, F. M. Price, W. A. C.; Assistant Clerk of Course, C. Tredwell, K. C. W. and John Day, K. C. W.; Scorer, E. K. Austin, K. C. W.; Assistant Scorers, F. E. Snider, W. A. C., F. H. Douglass, K. C. W. and A. B. Barkman, Brooklyn Bicycle Club; Timekeepers, G. A. Avery, Manhattan A. C. Fred Jenkins, Citizens B. C. and W. H. Robertson, W. A. C.; Umpires, Joshua Reynolds, Trojan Wheelman, H. R. Elliott, Brooklyn Bicycle Club, O. G. Moses, Ixion Bicycle Club and A. W. Guy, Long Island Wheelmen; Handicapper, N. P. Tyler, Official Handicapper L. A. W.; Reporter, S. C. Austin, W. A. C.

*One Mile Novices.*—W. D. Edwards, Harlem Wheelmen, 3.16 4-5; George S. McDonald, Harlem Wheelmen by 30 yards; George Barley, Brooklyn B. C. distanced; B. J. Killum, Brooklyn B. C. stopped at two laps; T. W. Maxwell, Brooklyn B. C. stopped. Edwards jumped away with the lead closely followed by MacDonald, the others strung out. The men rode all through the race in the order in which they finished, the first man increasing his lead all the way on the second; the second on the third and so on, the rear men dropping out when badly beaten.

*One Mile Scratch.*—First Heat, first and second in final—C. F. Haven, Newton, Mass., B. C. 3.32; Robert Cripps, Nottingham, England; fell on first lap. Weber and Crist were also entered in this heat but neither appearing. Cripps and Haven started to walk over. Rounding the curve on the first lap, Cripps struck a bad break in the track, which twisted his machine, the tire coming off and giving him a nasty fall, which prevented his appearance in the two and three mile handicaps. Haven went on and qualified for the final.

*Second Heat.*—A. B. Rich, Kings County Wheelmen, 3.07; W. A. Illston, Birmingham, England, by 15 yards; Phil. J. Brown, Capital, B. C. Washington, by twenty yards. Brown, who is a pleasant faced boy rushed away with the lead, Illston second, Rich third. On the third lap Illston moved forward to first position, closely followed by Rich, leaving Brown in third position. On the fourth lap Rich obtained the lead, and held it to the finish, Illston contenting himself with second place.

*Final Heat.*—Illston, 3.03; Rich, 3.06 2-5; Haven stopped on second lap. Rich led for the first four laps, Illston trailing twenty yards behind. The race was supposed to be a moral for Rich who is thoroughly acquainted with the dangerous corners, and the crowd cheered him at every lap. On the last lap Illston spurted after Rich, caught him round the back stretch, passed him around the last curve for home and fairly walked away from him up the home-stretch, Rich easing after being beaten.

*One Mile Bicycle State Championship.*—H. H. Stults, 3.45 4-5; H. J. Hall, Jr., K. C. W. by ten yards; W. R. Pitman, Ixion B. C., by five yards. Hall, who was mounted on a Crippler, the identical one on which Cripps made his record of 2.53 4-5, led till the first turn, when he suddenly slowed up,

having lost control of his machine, with the steering of which he was unacquainted. Pitman and Stults rode by him and led by fifty yards before he was after them. Pitman held the lead for four laps, closely followed by Stults, Hall gaining up every straight but slowing on the curves. Entering the last lap Pitman swung wide and Stults taking the pole soon led by ten yards, Hall twenty yards in the rear but gaining all down the back-stretch. Pitman's want of condition told on him and Hall caught and passed him, and pushed on after Stults, who was fifteen yards away; but the latter had something left and he finished ten yards to the good amid the cheers of his club-mates.

*One-Half Mile State Championship.*—A. B. Rich, 1.31; P. M. Harris, Ixion B. C. by a yard; D. H. Renton, Richmond County Wheelmen, Staten Island, by a foot; H. J. Hall. Harris was evidently bent on making the pace and the order till the home stretch was Harris, Rich, Renton and Hall. Entering the homestretch Rich gained a yard on Harris, and held it to the tape. Renton who had foolishly kept in the background made a fine spurt home gaining on the two placed men but he had waited too long. Hall slowed up.

*Two Miles Handicap.*—D. H. Renton (50 yards) 6.13 4-5; C. E. Kluge, Hudson County Wheelmen, Hoboken (30) by one foot; Phil. J. Brown, Capital B. C. (100) by two lengths; Chas. F. Haven, Newton B. C. (100) slowed up near home; E. C. Parker, Harlem Wheelmen (125) slowed up; F. C. Jones, Brooklyn B. C. (150) stopped at 1 mile, 4 laps; E. W. Candidus, K. C. W. (200) stopped at 1 mile, 1 lap. The features of this race were the riding of Kluge on the first mile and his defeat by Renton on the home stretch. At the half-mile the long-start men were all bunched with the exception of Herring who had difficulty with the corners and wisely withdrew. At the first mile the order was Parker, Brown and Kluge, all within a foot of each other; Renton close behind. Kluge rode the full mile in 3.05. At a mile and a lap Jones dropped out and Candidus was fifty yards behind Kluge, Brown, Haven and Renton who were bunched. On the next lap Renton moved ahead of Brown and took second place to Kluge who was apparently an easy winner. On the last lap Kluge and Renton had a fine struggle down the back-stretch and around the turn where Renton drew up level and spurted across the tape by a foot, Kluge making tremendous exertions to push his "Star" into the lead.

*One Mile Lap Race.*—The race was divided into two heats, first and second in each in final. Only two appeared in each heat, both couples going through the useless form of a walk over, when both heats might have been combined in a final and much needed time gained. The first heat resulted in a win, without regard to laps, for Renton by three yards, Rich second; time 3.39 3-5. The second heat was won by Haven in 3.33 3-5; Illston second by six yards. Final heat—Rich, three laps; Renton, two, Haven out at second lap. Rich led for the first three laps, after which all interest was lost in the race. Renton then went ahead and finished in 3.20 1-5; Rich three lengths behind.

*Three Miles Handicap.*—P. M. Har-



ris, Ixion B. C. (75 yards) 9.48 3-5; F. B. Hawkins, B. B. C. (200) 0; Phil. J. Brown, (225) out at two miles, 3 laps; E. C. Parker, (225) 0; E. W. Candidus, K. C. W. (300) 0; C. E. Kluge, Hudson County, Wheelmen, (50) 0. Kluge who was virtual scratch man cut out at a fast pace and had caught Harris on the fourth lap. At the end of the first mile the order was; Candidus, Parker and Hawkins, bunched; Brown fourth by 30 yards; Harris and Kluge 30 yards behind, both riding close together. At two miles, and two laps Kluge and Harris passed little Brown, who was evidently tired; on the next lap he dropped out. Going round the corner on the third lap Candidus, Hawkins and Parker swung wide and Kluge who turns very sharply on his "Star" came round with a rush and had got his little front wheel just inside of Parker's wheel with the intention of passing on the inside, when the latter suddenly slowed up and crossed slightly toward the outside curb, compelling Kluge to use his brake and suddenly ease up. Meanwhile Harris who was five yards in the rear and going very fast came up on the now slowed-up Kluge and ran into his machine, wavered a moment, and then fell. Kluge had again gone ahead with the rest of the men leaving Harris to remount and pursue them after he had lost about 75 yards. At two laps from home Kluge led Hawkins by thirty yards; Harris forty yards behind. The latter soon rode into second place and Kluge who was fifty yards away turned and watched the contest, winning easily by twenty yards. Immediately the race ended Harris protested Kluge and Kluge protested Parker. After the last race the umpires, referee, and judges repaired to the point at which the foul was claimed to have taken place, and surrounded by a mob of yelling small boys they took the testimony of both sides. The umpire on the spot claimed that it was an unavoidable accident, because Kluge was compelled to veer out to save himself from running into Parker. Harris claimed that he was in the right ground, on the extreme outside, and that Kluge both slowed up and turned almost at right angles across the track throwing him on the raised curb. Kluge told his story, but gave the wrong facts of the case. He said that Parker veered out and that not knowing who was behind him, he also crossed to the outside to save himself. The facts are as we have given them above. Kluge had his small wheel inside Parker's expecting to make a sharp turn, but the latter showed up and Kluge put on his brake and veered a little to the outside as he had a right to do. Harris was five yards behind and should have taken care of himself. The referee decided against Kluge on the testimony given that Kluge had ridden across Harris' ground and so threw him, a decision that found but little favor with experienced eye-witnesses of the occurrence. Harris could not have won at any rate, and he should not have pressed the charge. He has been on the track some years and has won many prizes whereas Kluge only came out this spring. Kluge, and in fact, all "Star" riders should be careful about turning too quickly on sharp corners. Judges and referees should never try to arrive at a decision surrounded by a mob of howling humanity, but should discuss the situation in private, and if the umpire can get no

further than unaccountable accident, the statements of experienced disinterested eye witnesses such as timers, starter, and members of the press should be given due consideration.

**Five Miles State Championship.**—A. B. Rich, 17m. 10 2-5s.; D. H. Renton, by six yards; H. J. Hall, Jr., by three yards; P. M. Harris, by two yards. In this race all five men rode well, being bunched till the burst for home. The leaders at each mile were: 1 Harris, 3 28; Harris, 6.59 1-5; 3 Renton 19.26 4-5; 4 Renton 13.55 4-5. Harris remained close behind Renton, Rich riding third till the last lap. After the race Rich was raised on the shoulders of a number of well-meaning and perfectly harmless friends who held him on high and shouted vociferously.

After the races the Wheelmen adjourned to the Kings County Wheelmen's Club Rooms where an hour was spent in conversation and successful entertainment by an amateur elocutionist. On the way over from the grounds to the club rooms, Mr. Frank Davis of the Mount Vernon Wheelmen, fell from his machine and broke his arm. He was attended by a physician at the club rooms. Shortly after eight supper was served at Knickerbocker Hall, a few doors from the club house. This meal lasted till a call for the meeting caused some to adjourn to the club room, and others to the hall over the dining room, where the business meeting was held.

## THE BUSINESS MEETING.

The meeting was called at 9 P. M. opening with ninety men present, five more strolling in shortly after. Chief Consul Hill occupied the chair supported on his left by President Beckwith who sat near a floral bicycle, and on the right by Secretary B. G. Sanford, and a lady stenographer. The Chief Consul called for a reading of the minutes, but no minutes were forthcoming and although Secretary Sanford generously offered to give a verbal resume of the last meeting, a motion to waive the reading was put and carried. The secretary reported that the condition and growth of the division were fully reported in the programme of the race meet, and from this we gleaned the following facts. At the meet in Washington in May, 1884, the Division contained 995 members, about 200 larger than any other State: at the second annual meet which was held at Albany, Sept. 10-11, 250 members attended and a very successful race meet was given. A constitution was adopted and the following officers were elected: J. R. Torrance of Troy, as Chief Consul, vice Pres. Beckwith resigned; Vice Consul, Dr. A. G. Coleman of Canandaigua; Secretary, B. G. Sanford of New York, and Treasurer, E. J. Wheeler of Albany. At the end of May, the membership numbered 1100, with 18 representatives, 62 Consuls and 20 League hotels. The Division now numbers 900 of which 386 are new applicants and the balance renewals.

Chief Consul Hill then delivered a brief address. He pointed out the fact that the Division had hitherto accomplished but little, but that many new plans had been formed for League advancement. He had appointed Secretary Alley to take charge of the touring interests of the State and the compilation of a road book. A Racing Board was also to be appointed and a

table of state championships was to be established. The constitution and by-laws were also to be re-organized by a committee.

The treasurer's report was then in order, but Mr. J. G. Burch, Jr., of Albany, was compelled to remain home through sickness and the report was waived.

The next order of business was the election of officers. Mr. G. R. Bidwell was nominated for the office of Vice Consul and on motion of Mr. Jenkins he was unanimously elected amid prolonged and deafening applause. After making a brief, very brief but happy speech he took a seat on the platform, by special request.

The election of a Sec.-Treas., was then in order, the first candidate being Mr. E. K. Austin, of the Kings county Wheelmen, nominated by Mr. Frank A. Egan. Mr. J. G. Burch, Jr., the then incumbent was nominated by Mr. Fred. Jenkins, who stated that although Mr. Austin was no doubt perfectly able to fill the position, now that one office had been given to a New Yorker, it would be well to let the other go to an outsider, and it might cause some unpleasant comment if a Kings County man were to secure it. These remarks were loudly applauded and were regarded as very timely. Messrs. Alley and Egan acted as tellers and the result of the vote was announced as follows: Mr. E. K. Austin, 60; Mr. J. G. Burch, Jr., 28; Mr. D. K. Austin, 2 and Mr. "Other" Austin 5. The result of this election was enthusiastically received. We congratulate Mr. Austin on his election, and also Brooklyn generally, and the Kings county Wheelmen particularly on the possession of this important representation. In regard to the "unpleasant comment" referred to above, it would seem to us that if the northern or northwestern people had any man they particularly wanted to have in office, they should have appeared on the scene of action. Aside from this phase of the case, the many clubs of Brooklyn have never had the state or national representation they have deserved by their activity, League enthusiasm and rapid growth.

Mr. Alley then made some remarks about the new road-book of which he had charge. He spoke of the necessity of each wheelman sending him maps and routes of their tours. All these he will arrange and add to, and if he is properly supported he promises a road book second to none. A road book is what New State wheelmen have long wished for and what they must have, and we would urge every wheelman not to forget Mr. Alley's remarks, but endeavor to forward him as much accurate data as possible.

At this point the proceedings were considerably enlivened by the introduction of the League Organ question. The question of having a State gazette had been decided affirmatively, only 185 out of 1300 voting. The organ, the *Cyclist and Athlete* has not proven successful and costs the Division about \$6 per week, an expense that a large majority of the members now think entirely a waste of money, that could be employed to better advantage. It was suggested that the contract be annulled, but a reading of the same discovered the existence of a clause rendering this impossible and any further effort in the annulling line was quickly stifled by

Mr. F. A. Egan, who made a stirring speech, pointing out the folly of the State Division "going back on its former vote" and asking, "Are we a set of babies?" Being fully agreed that they were not, the subject was dropped after an informal discussion, which plainly showed that the Division members were heartily tired of the Gazette, and that it would die a natural death on January 1st, at which time the contract with the publishers of the *Cyclist and Athlete* expires.

After the breeze of the previous question had abated, Mr. Tunstall moved that a Racing Board be elected. Mr. Alley amended, "appointed" which was accepted and carried with the original motion.

Another bomb was exploded when Mr. R. F. Hibson moved that a full statement of the finances of the Division be made by the secretary and treasurer and published in the *Bulletin* and the Division Organ. During the discussion of this motion Mr. Jenkins called the attention of the members to the fact that the New York State Division had attained considerable unpleasant notoriety, being accused by the *Bulletin* with owing the League \$65 from 1884. Mr. Sanford explained that he personally knew nothing about the matter, that there had been some difficulty between he and Mr. Burch in regard to a small item, but that the matter had been settled, and as far as he was aware the League had been paid in full for 1884. A copy of the *Bulletin* was procured and Mr. Sanford was proven to have made a mis-statement. At this stage of the proceedings Mr. Loucks moved that a finance committee be appointed to examine into the affair and report at the next annual meet, but this was amended by Mr. Jenkins to read "to settle the matter as quickly as possible"; carried as amended. The meeting closed with a vote of thanks to the Kings County Wheelmen and the meet committee for the cordial invitation that had been extended to them, and for their successful efforts to make the meet as pleasant and profitable as possible. The meeting adjourned shortly after eleven, some members adjourning to the billiard room downstairs and the more sleepy ones, and they were legion, making their way homeward and bedward.

After the regular meeting, the Board of officers met in executive session. After discussing the deficiency in the State finances, it was voted to send a check to the league immediately, Mr. Geo. R. Bidwell generously loaning the Division \$75 for that purpose.

An informal discussion resulted in a determination to hold a week's camp next summer, the different club's to tour towards the spot selected. This would allow abundant time for business and would furnish a splendid opportunity to have a good time generally, and to get the members of the Divisions acquainted with each other. After talking over ways and means, the meeting adjourned, and the 1885 meet was a thing of the past.

On Sunday several delightful tours were arranged to different points of interest by members of the Kings County Wheelmen, and no doubt the visitors fully enjoyed them.

The WHEEL can now be purchased at the Astor House News Stand.



## NOTES OF SPRINGFIELD.

The following table gives the number of points won by each man, reckoning on a basis of 5 points for a first, 3 for a second and 1 for a third place. Those having less than three points not given.

Name.	1sts	2ds	3ds	Hart	Spng	Total
Furnivall.....	7	2	1	13	27½	40½
Rowe.....	5	2	0	10	21	31
English.....	5	3	1	13	15½	28½
Chambers.....	4	2	3	15	11½	26½
Cripps.....	4	4	2	8	18½	26½
Webber, M.....	3	2	3	3	14½	21
Burnham.....	2	3	1	11	9	20
Adams.....	1	2	1	5	7	12
Miller.....	2	0	2	11	1	12
Illston.....	1	2	2	0	11	11
Ives.....	0	3	2	9	2	11
Kluge.....	2	0	0	0	10	10
Rich.....	1	1	2	0	10	10
Howell.....	6	5	0	13	32	45
Wood.....	5	4	0	11	26	37

Howell won \$720, and the \$300 sweepstakes. Wood captured \$680.

WEBER.—One of the most popular and most prominent figures among American riders was George E. Weber, alias "American" Weber. This man was the most unfortunate of any participant in the tournament. His previous high form barred him from the class races, yet he was unable to cope successfully with the visitors. Aside from this he used but little judgment, both in the selection of his races and in his riding tactics. Instead of riding early in the afternoon, and then resting a couple of hours, he toed the mark for race after race, often when he had scarcely recovered from exertions in previous contests. Again, his great spurts across the finish line at the end of every mile, although it astonished the Englishmen and delighted the spectators, took all

the stay out of him, the consequence being that a quarter of a mile from home, instead of occupying a forward position, he was almost always twenty or thirty yards in the rear, and his phenomenal last quarters were of no avail. Weber's record was 2 seconds, 2 thirds, 5 fourths and 1 fifth. He is without doubt one of the best men in the country at short distances, and his second to Webber in the remarkable hours' run, stamps him as among the best in the world at the distances. Notwithstanding his numerous defeats, he gained rather than lost in reputation by his plucky efforts to retain some of the prizes on this side of the Herring pond.

The 3.10 class brought out a new man in the person of C. E. Kluge of Jersey City. This young man has won two or three handicaps this year given by the athletic clubs on the small tracks in the vicinity of New York, but the first time he gave an indication of his power, was early this month when he fell in a two miles handicap losing about 250 yards, and although less than a mile from home he fairly whizzed around the five lap cinder track and finished second. His 1.17 4-5 and the cold wind of the second day when he won the 1.30 class, and his 2.41 3-5 for the 3.10 mile stamp him as a first class rider. He is tall, heavily built and rides a "Star" weighing 35 pounds. We have been told that the Smith Machine Co. are building him a 27 lb. machine. When he mounts this look out for some short distance records, for he seems unable to stay.

Speaking of "Star" Riders, another of the elk, Joe Powell has proven himself one of the fastest men in the world. The way he finished that last 1.13 1-5

half at Hartford made his reputation as sprint rider of the first rank.

For a long time to come our record table will be a sad reminder of the cyclone that crossed the water in the fall of '85. A table of American records made by English Riders is a sad thing to contemplate at best.

Several papers (we do not know how truthfully), state that Furnivall presented Cripps with the gold watch he won at Springfield, the latter not having won anything in that line but a chain. Furnivall is about capable of such a generous act. Furnivall is a real "laurel wreath" man. Would there were more like him.

## EXCHANGE AND MART.

A new feature of the WHEEL each week will be an EXCHANGE AND MART under which caption we shall print advertisements at the low rate of *one cent per word*. It is not our design to include in this column cycling advertisements only, but all kinds of ads. for the sale or exchange of sportsmen's goods will be printed at the usual rate.

## RACING AT PITTSBURG.

The Third Annual Tournament of the Keystone Bi. Club was held at Exposition Park on Saturday, Sept. 12th, in connection with the Keystone Athletic Club. The day was perfect, the track, in view of the late rains, excellent, and attendance fair, about 1000. The first event, a one mile novice brought out six starters and was hotly contested. W. H. Burchner, Youngstown, O; won in 1.23 ½; W. D. Banker, Pittsburg,

second, 1.24. There were nine starters in the first heat of the half mile, which was won in two straight heats by K. A. Pardee, Akron, O., in 1.30 3-4, and 1.32 3-4; W. H. Burchner, second. Half mile tricycle—A procession to the stretch when H. E. Bidwell of Pittsburg, won by a fine spurt; C. M. Clarke, Pittsburg, second by half a wheel, time, 2.00 ½. There were six starters from scratch in the half mile K. B. C. championship, which was easily won by J. W. Pears in 1.36; A. P. Murdoch, second; Johnston, the winner of last year's championship, took a bad header early in the race which spoiled his chances; Davison was also thrown in the melee.

Fine exhibitions of fancy riding were then given by Messrs. O. T. Atter, City, and Frank McGill, Irwin, Pa., on crank and star machines respectively and it was only after mature deliberation that the judges finally awarded the verdict in Atter's favor, his act of balancing the machine on two stools being brilliantly performed. The one mile dash was a good race and resulted in favor of Pardee with McCay, Youngstown, second; time, 3.13, 3.13 ½. The field held well together and made a good race to the stretch when Pardee won by his usual fine spurt.

Half mile Boys—Frank C. Harris City, won easily from a field of five in 1.51 ¼. The two mile dash took on the character of a social parade, the well-known tactics of holding back for a slow pace and spurring on the stretch being the order. Won by Pardee, McKay second, time 8.05. This method of crawling around the track at the trailing wheel of an intentionally slow pace maker can not be too loudly

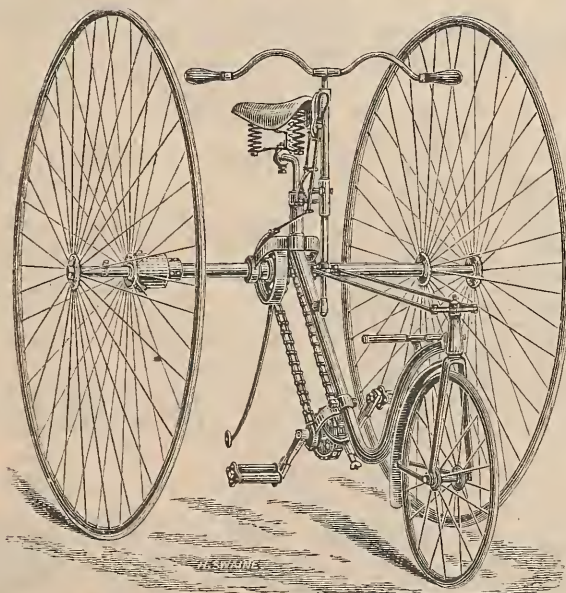
## THE "RANELAGH CLUB."

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AGENTS.

Garvey & Herring,

BROADWAY, Cor. 59th Street.

Machines Sold on the Instalment  
System.



NEW YORK  
AGENTS.

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BROADWAY, Cor. 59th Street.

Machines Sold on the Instalment  
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SOME OF ITS ADVANTAGES ARE:

THE COMFORTABLE AND NATURAL POSITION OF THE ARMS. THE RIDER IS IN THE BEST POSITION FOR EXERTING THE FULL POWER OF BOTH ARMS AND LEGS. THE ABSENCE OF VIBRATION TO ALL PARTS OF THE BODY. ITS GREAT SPEED.

This Machine is Unquestionably the Fastest Tricycle that has ever been built.

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THE COVENTRY MACHINISTS' CO.,

239 COLUMBUS AVENUE

BOSTON, MASS.



condemned, as bringing the charge of jockeying upon the sport and giving ground for the charge of hippodroming.

The Five mile event brought out a good field—Frank A. Iddings of Warren, O., set a fast pace for 4 3-4 miles, when he was forced to yield his position to the fast man from Akron, who won by a good spurt on the stretch. Time, Pardee, 18.24; Iddings, 18.24½; McCay, o.; Stephenson, o. The Professional event did not come off the entries failing to appear. The half mile consolation was won by C. M. Clarke in 1.37.

The track used was the Exposition half mile trotting track which had been gotten into exceptionally fine shape. It is promised that next year a quarter mile bicycle track will be built inside the trotting track, to be the "finest in the country."

Yours truly,  
"ARCH."

# RULES FOR THE WHEELMEN.

RESTRICTIONS TO BE PUT UPON THEM BY  
THE PARK COMMISSIONERS.

Supt. Culyer, of the Department of Parks, has prepared the following set of rules and regulations that must be observed by all riders of bicycles and tricycles frequenting Prospect Park, the Parkway and Coney Island Concourse, which he will present for approval to the Park Commissioners at their next meeting:

Prospect Park—From Nov. 1 to May 1 riding upon all pathways will be permitted subject to the following and such other restrictions from time to time as the comfort and safety of pedestrians may demand. From May 1 to Nov. 1 the pathways may be used in the morning until 10 o'clock and after 7 o'clock P. M., with the exception of the two pathways running south parallel with the promenade drive from the pedestrian concourse or flower garden to the lower entrance, gate 4, which pathways may be used at all times. Wheelmen will also be permitted to use the West Drive running parallel with Ninth avenue, Fifteenth street and old Coney Island road to the southerly entrance, gate 4. Where paths cross the roadway over the West Drive, riders must dismount and walk over with their machines. All wheelmen must cross the Plaza or main entrance dismounted. Riders must dismount and walk down the Ravine and Deer Paddock at all time. All signals must be by gong. No blowing of bugles or whistles will be allowed. All riders must carry lighted lamps after sundown. No fast riding, speeding or racing is permitted, nor will coasting be allowed under any circumstances. Keep to the right as a rule and always be prepared to give timely warning to pedestrians.

Parkways and Concourse.—Riding at will upon the Ocean and Eastern Parkway and Concourse, subject to the rules of the road, will be permitted at all times. Owing to the large amount of driving upon roadways, riders must observe great care in order to avoid the possibility of accident. Conform generally to the rules prescribed for riders at Prospect Park. The foregoing privileges are subject to the following conditions: All wheelmen will be required to register their name and address at the office of the Chief Engineer and Superintendent, Litchfield

Mansion, Prospect Park, procure a numbered badge to be provided by the Park Commissioners, which badge shall be worn conspicuously on the left breast when riding upon the park, &c., and no wheelman will be permitted to enter the Park or to go on the Parkway and Concourse without such badge. No badge will be issued unless the applicant's skill in riding and managing his machine is certified to by a committee to be designated from members of the Long Island and Kings County Bicycle Clubs. Particulars as to time and place for making application for and such certificate may be had at the Chief Engineer and Superintendent's office, in the Park.

Generally, wheelmen must avoid as far as possible all cause for complaint; they must observe due care and caution at all times, especially in the vicinity of pedestrians; they must conform promptly to all directions and cautions from the keepers and other officers of the Park, and in case of accident render such assistance as may be necessary, give their name and address or badge number if required, and assume in a manly way such responsibility as circumstances may warrant. Special privileges, such as parades, entertainment of visiting clubs, &c., may be at all times arranged for by timely application to the Chief Engineer and Superintendent. The members of the Long Island Wheelmen, the Kings County Wheelmen, the Brooklyn Bicycle Club and the Bedford Cycle Club are hereby authorized to co-operate in securing a strict observance of the foregoing rules and regulations, and any direction or suggestion of the members of these organizations is to be regarded as of the same effect as coming from an authorized Park employee.

The object of these rules and regulations is to serve the interests of bicycle and tricycle riders generally; they have been approved by the most experienced riders and were in the main suggested by the organized clubs of this city, with the view to avoid all possible opposition from the public and secure comfortable means and opportunity for a desirable recreation.

## EXCHANGE AND MART.

Advertisements inserted in this department at the rate of **One Cent per Word**, no charge for name and address. No charge less than twenty cents accepted. Remit in one or two-cent stamps.

**50-INCH VICTOR**, half nickle; has not been run over ten miles. Price, \$125. Also Victor Tricycle, new May, 1885.

H. G. BESTOR, Hartford, Ct.

**54-INCH "STAR"**, enameled, with power traps, Duryea and regular saddles, tool bag, etc., complete; used but little. Condition A1. Owner has no time to ride. Price, \$65. Cost \$105.

P. O. Box 514, Chicago.

**FOR SALE**.—A 48-inch Victor Bicycle, enameled, nearly new, K. of R. Lamp, and H. & T. auto. Bell, all in perfect condition; has not been ridden fifty miles. Price, \$100.

Address J. C. B., Box 3482, New York.

**BICYCLE ADDRESS CARD**. The most elegant card on the market. Cards with name from engraved plate, prepaid, \$1.35; 50 cards with name printed, 75 cents. Send stamp for samples.

T. H. PARSONS, 290 Main St., Buffalo, N. Y.

**FOR SALE**.—An Apollo Tricycle, in first-class order. Price, \$85.

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**54-INCH STANDARD COLUMBIA**, long distance saddle; ball bearings to front, cone to rear wheels. Price, \$50.

L. A. ALDRICH, New Milford, Susquehanna Co., Pa.

**FOR SALE**.—A 48-inch special improved "Star," fine order, lists \$85.75, sell \$65; 42-inch St. Facile, newly painted. A1 order, lists \$122, sell \$70.

G. O. CLAYTON, Aurora, Ill.

**FOR SALE**.—One 41-inch Special Facile, one 52-inch Standard Columbia, one Challenge Safety, one 50-inch Special Columbia, all bargains; write for particulars.

T. B. RAYL & CO., Detroit, Mich.

**FOR SALE**.—54-inch Expert Columbia, new style, full nickel, in perfect order, including regular and Pope swing springs, also King of Road lantern. Price \$100. Address E. J. VESSELS, 218 Washington St., N. Y. City.

**ONE 51-inch Special Star**, silent ratchet, nickle and enameled, bent bars; never taken from crate. Address WILBUR WINANS, Springfield, Mass.

**50-inch nickle and enameled Spalding Light Roadster** for sale; cost new in May, \$132.50. Exactly as good as new, as it has not been run five miles. Price, \$110.

JOSEPH RAFTER, Springfield, Mass.

**FOR SALE**.—One 48-inch new Ideal, taken in trade; \$35.

ADDISON TAINTOR, Springfield, Mass.

**FOR SALE**.—51-inch American Star, full-nickel; tool bag and tools, bell, and rocker pedals; \$80 cash will buy it.

ALBERT CHAPEN, Springfield, Mass.

**54-INCH full-nickel Expert Columbia** for sale; model of 1881; in perfect order, with lamp and bell; bought December, 1884. Will be sold reasonable for cash. Address A. S. DECKER, 137 Gates Avenue, Brooklyn, N. Y.

**FOR SALE**.—54-inch American Club. Full-nickel, ball bearings throughout. Machine in perfect condition. Cheap for cash.

L. DANIELS, Room 301, Produce Exchange, N. Y.

**WILL Exchange fine Gold Watch**, cost \$150, for 50-inch Singer Extraordinary. Address "BARGAIN," Box 106, Athens, Tenn.

## EVERYBODY WANTS

## Complete Record Book UP TO DATE.

CONTAINS: American Amateur bicycle and tricycle, safety bicycle, tandem tricycle, tandem bicycle, ride and run, hands off, flying start, bicycle road, tricycle road, American Professional bicycle, tricycle and tandem, also English Amateur bicycle, tricycle, tandem tricycle, sociable, safety bicycle, bicycle, tricycle, tandem and sociable road records by miles and hours. Land's End to John O'Groats; also English Professional bicycle, tricycle, and safety records.

PRICE, TEN CENTS.

Remit in two-cent stamps to THE WHEEL, Box 444, New York.

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Call or Write to

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Oraton Hall, - Newark, N. J.

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WM. HAGAR, Agent, 116 Nassau St., New York.

## THE HOMING PIGEON.

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Official Table of the Federation of Homing Fanciers and Leading American Clubs.

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Mrs. E. S. STARR, Editor, 78 Cortland St., N. Y.

W. N. OLIVER & CO., Publishers, 12 Vesey Street, N. Y.

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Re-opens for organization of Classes Sept. 1, 1885. The master of the above schools, having had over twenty years' experience as a teacher, respectfully announces that he has visited the principal cities of France, England and this country for the purpose of obtaining information, and the best method of instruction, thereby claiming, it is not too much to state, they are second to none.

For further particulars send postage for circular to

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Bicycles, \$8 to \$160; Tricycles \$7.50; Velocipedes \$3 and upwards. Columbia, Victor, Facile, Royal Mail, American Challenge, Otto and other bicycles sold on the installment plan without extra charge except for interest. Send for large new illustrated catalogue of wheel goods, including many novelties in sundries and particulars of our installment plan of interest to every actual or prospective wheelman. Many in the Atlantic States are finding it to their interest to deal with us. Freights equalized. Second hand wheels handled. Geo. W. Rouse & son 13 G St., Peoria, Ill.

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## THE "PARADOX" OILER. A BOON

10 Wheelmen, Skaters and Sportsmen; also made for Sewing Machines. Its Hinged Screw Stopper (undetectable) cannot get mislaid or lost.

Sent Post-paid on receipt of price.

Nickel, 25c. Gilt, 30c.

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LIBERAL DISCOUNT TO THE TRADE.

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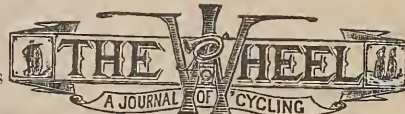
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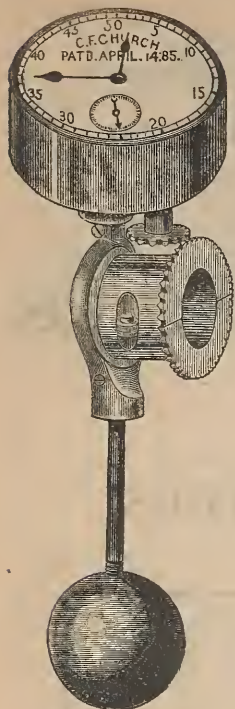
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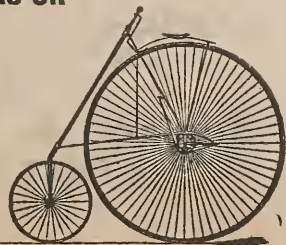
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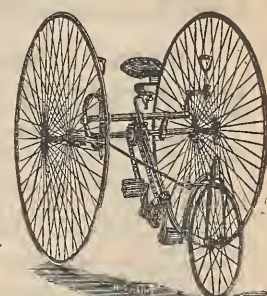
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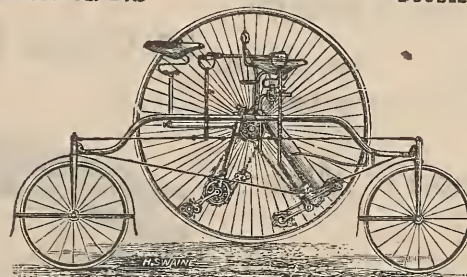
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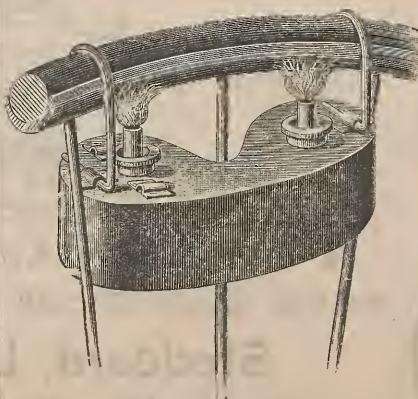
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