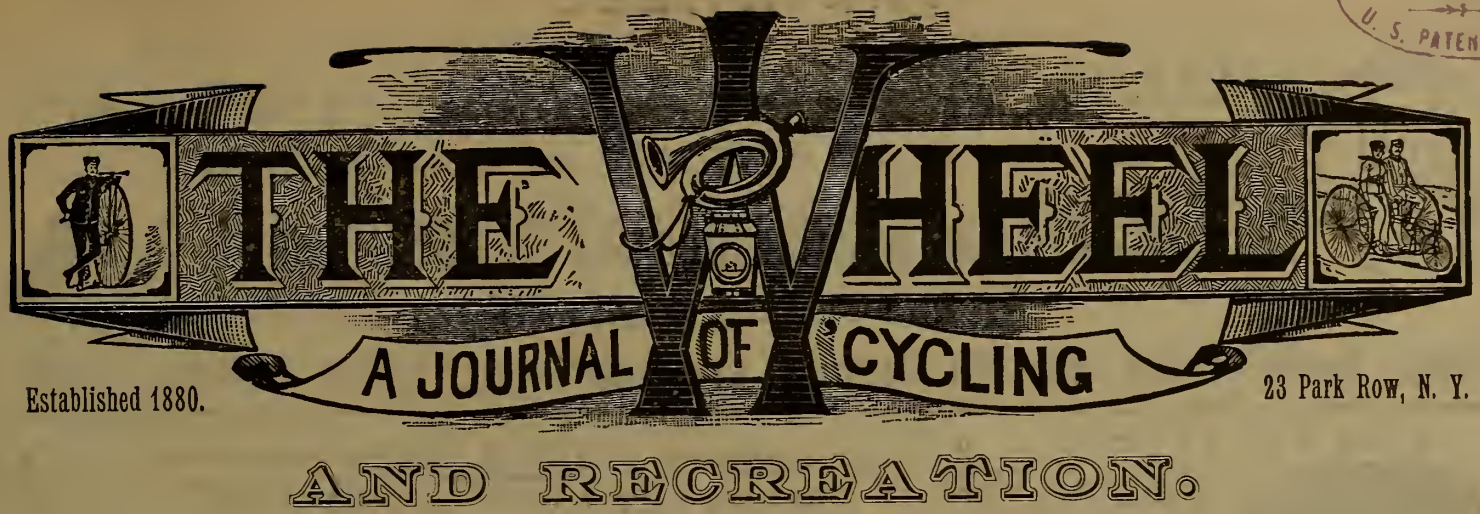


SEP 24 1887
U. S. PATENT OFFICE



Established 1880.

23 Park Row, N. Y.

VOL. XII.—No. 26.]

NEW YORK, SEPTEMBER 23, 1887.

[WHOLE NUMBER, 312.

HA! HA! Are They Selling?

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

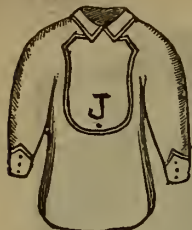
PEORIA, ILL., July 15th, 1887.
GORMULLY & JEFFERY MFG. Co., Chicago, Ill.
Gentlemen—Please hurry up our back orders and be particular to forward to us at the very earliest possible moment the 54-inch Light Champion which we wired for this morning. This is for one of our old riders, who trades off a nearly new full nickeled Expert, and he is extremely anxious to get his new mount. Our trade on your goods this season has been clear beyond our most sanguine expectations, as we had what we considered a very fine trade last year, and when making our plans for this season had thought that we would do well if we did as well this year as we did last. You will therefore be gratified to be informed that up to July 1st this year we have sold a trifle more than two and a half times more high grade wheels than we sold all last year. This certainly speaks well for your line of wheels, which you know we are now making a specialty of.
We had a great deal of confidence in your goods, as is shown by our preferring them to the line which we handled previously for seven consecutive seasons, but the way they have found favor with old riders, and the ease with which we have been able to very much more than hold our own in all parts of our territory has been a constant surprise to us. We have taken in trade on Champions and Light Champions almost every make of wheel made or imported to this country. Among the machines taken in trade have been numerous Expert Columbias and Victors, while Columbia Light Roadsters, Ridges, British Challenges, Royal Mails, Standard Columbias, Harvards, Premiers, etc., etc., have been taken more or less numerously. The fact that we have 21 Columbias on our second-hand list of the 9th inst., the most of which were taken in exchange for Champions, is certainly very significant. Only one Champion on that list, and that now sold. That one taken in trade for a —
We congratulate you upon the unqualified success of your wheels this year, and can only urge that you in some way manage to fill our orders a little more promptly. The Light Champion is going right to the front here. It is giving first-class satisfaction, being in notable contrast to every other first year machine we ever sold. We have several of them being ridden by riders weighing from 160 to 190 pounds, whilst some of the hardest riders in this section are also using the Light Champion, and every one who has

bought it so far is delighted with it, and you most certainly have a wheel which seems to strike the popular fancy in every particular.
Yours Truly,
GEO. W. ROUSE & SON.
HORNELLVILLE, N. Y., July 15, 1887.
GORMULLY & JEFFERY MFG. Co.: Gentlemen—In reply to your inquiries about the Champions would say they are giving entire satisfaction. Our hardest road rider, W. E. Stradella, who is mounted on a 56-inch Champion, has given it very severe usage, and tells me he is well satisfied with the Champion in every respect. At our tournament July 4th the club championship was won by R. M. Pranger on a 53-inch L. Champion; W. E. Stradella second on full Champion; in all our club runs they go through in good shape, and are in the front at the finish. Their sales here have been more than double all other makes combined, and I have yet to hear of a purchaser regretting his choice.
Very Respectfully Yours,
W. B. KERNAN.
BUFFALO, July 14, 1887.
MESSRS. GORMULLY & JEFFERY MFG. Co.: Gentlemen—I wish to contribute my mite in favor of the Am. Cycles. I have personally ridden one of your Light Champions over 500 miles, and must say that for ease of running it fully equals, and for rigidity and stiffness, excels any machine I have ridden, and my experience covers six riding seasons over all kinds of roads. Your ramshorn handle-bars are a luxury, and much superior for comfort in riding and for strength to any other style yet devised. Out of 30 of them that I have sold not one has been perceptibly bent by falls or otherwise. I have sold the Champion to both old and new riders always to the greatest satisfaction of my customers.
Your new rim is a great success also, not one of them here having dented or buckled, while many of the hollow rims on other makes have given serious trouble—buckled, dented and sprung.
Your safety I consider the only practical safety machine for American roads, and is as near like the regular in style and action as it is possible for a safety to be.
The boys who are posted all want an Ideal. They stand the rough misuse and abuse of the younger riders wonderfully.
Yours Truly,
JAMES H. ISHAM.

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

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

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



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

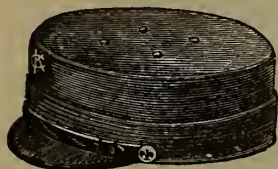
The Oldest and Most Reliable Athletic Furnishers Up-town.

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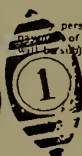
Sixth Avenue & 125th Street,
NEW YORK.

307 Cookman Avenue,
ASBURY PARK, N. J.

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

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New York City*



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MEDALS

MADE FROM
STRICTLY
Original Designs
AND AT
POPULAR PRICES.

Correspondence Solicited.

Send 3 two-cent stamps for illustrated 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 Victor, settles the question as to which is best machine for such roads. GREENWOOD won easily. STONE "dropped out" at 46 miles.

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

N. Y. SALESROOMS, 115 LIBERTY STREET.

H. B. SMITH MACHINE CO.,
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MANHATTAN WHEEL EXCHANGE.

Second-hand Wheels Sold on Commission.

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HUMBER LIGHT ROADSTER, HUMBER CRIPPER, HUMBER TANDEM, HUMBER TANDEM CRIPPER, SPARKBROOK BICYCLE, SPARKBROOK TRICYCLE, SPARKBROOK HUMBER TANDEM, ROVER SAFETY, Nos. 1 and 2. NEW EXCELSIOR CYCLOMETER. A FULL LINE OF SUNDRIES.

CAN YOU BEAT THESE PRICES?

OUR LIST, Sept. 14, 1887.

- No. 2.—56-in. Harv. Plain bearings. Price \$45.
No. 14.—52-in. Club. Full nickel, ball wheels. Good cond. Price \$65.
No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Price \$95.
No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$75.
No. 28.—Coventry Club Tandem. Side steerer. Good cond. Price \$175.
No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.
No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Price \$75.
No. 40.—52-in. English Excelsior. Price \$45.
No. 41.—Rudge Rotary Tandem. Balls to wheels. A bargain at \$85.
No. 44.—46-in. Am. Safety. Hardly ridden. Good as new. Price \$45.
No. 47.—54-in. Club Racer. Prime cond. Price \$40.
No. 49.—52-in. Specially built Rudge L. R. Perfect cond. Price \$100.
No. 50.—52-in. Col. Expert. Enam. Balls all over. Good cond. Big bargain at \$83.
No. 53.—54-in. Imp Challenge. Full nickel. Balls to wheels. Price \$75.
No. 55.—54-in. Rudge L. R. '86. Enamel with nickel trimmings. Balls all over. K. of R. Lamp. Bell. Ridden but 100 miles. Good as new. Price \$115.
No. 56.—54-in. Rudge. Nickel with enam. wheels. Balls all over. A bargain at \$67.
No. 57.—50-in. Rudge. Nickel with enam. wheels. Balls to wheels. Price \$55.
No. 60.—52-in. Stand. Col. Enam., balls to front wheel. Good cond. Price \$56.
No. 62.—Victor 3-track Tricycle. Bell and lamp. Good as new. Price \$95.
No. 66.—42-in. Ideal. Prime cond. Price \$30.
No. 67.—54-in. Exp. Col. Enam. Fine cond. Price \$70.
No. 68.—3-track Sparkbrook tricycle. Double gear. Two lamps and bell. Price \$100.
No. 69.—53-in. Special Harv. Enam. Dropped bars. Price \$56.
No. 70.—56-in. Royal Mail. Balls all over. Enamel. Cowhorn bars. Price \$80.
No. 71.—52-in. Am. Safety. Price \$56.
No. 73.—54-in. Special Col. Enam. Price \$40.
No. 76.—46-in. Stand. Col. Price \$30.
No. 77.—55-in. Coventry Lt. R. Ball bearings. Cowhorn and straight bars. Price \$78.
No. 80.—55-in. Columbia L. R. Price \$95.
No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$50.
No. 84.—54-in. New Rapid. Nickel except wheels. Excel. cycl. Cowhorn bars. Balls all over. Prime cond. Price \$103.
No. 85.—54 in. Stand. Col. Enamel. Balls to front wheel. Price \$60.
No. 86.—51-in. Rudge L. R. Enam. with nickel trimmings. Cowhorn bars. T handles. Butcher hub cycl. Rat-trap pedals. Price \$78.
No. 88.—Am. Safety. Balls. Lamp. Price \$56.
No. 89.—52-in. Stand. Col. Enam. Lamp and bell. Price \$68.
No. 90.—56-in. Victor. Enam. Balls all over. Prime cond. Big chance at \$90.
No. 91.—54-in. Col. Exp. Enam. Dropped bars. Excellent cond. Price \$80.
No. 92.—2-track Col. tricycle. Not ridden 50 miles. Lamp. Bargain at \$120.
No. 93.—52-in. Col. Expt. '87. Balls all over. Full nickel. Cowhorn bars, grip pedals, spade handles. Cost complete \$144. Price \$110.
No. 94.—2-track Col. tricycle. Shop worn. Never used. Good as new. Price \$120.
No. 95.—3-track Victor tricycle. Price \$80.
No. 96.—56-in. Expt. Col. '86. Nickel with enamel wheels. But little ridden. Balls all over. Cowhorn bars. Price \$80.

- No. 97.—36-in. Kangaroo. Good, and Price \$50.
No. 98.—52 Premier. Balls to both wheels. Cowhorn bars. Not ridden 150 miles. Price \$60.

This Week's Bargains.

- No. 101.—48-in. Am. Star. Enam. Price \$35.
No. 102.—52-in. Exp. Col. Full nickel. Lamp. Balls all over. Price \$85.
No. 103.—54-in. New Rapid, '87. Nickeled, with enamel wheels. Little ridden. Price \$110.
No. 105.—56-in. G. & J. Challenge. Price \$45.
No. 106.—48-in. Am. Lt. Champion, '87. Enam. Cowhorn bars. Balls all over. Little used. Lamp. Bargain at \$100.
No. 107.—48-in. Am. Star. Nickel, with enam. wheels. Cowhorn bars. Price \$60.

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

WETMORE & CHESTER,
49 Cortlandt Street, New York.

LAMP CONTROLLER.



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

ADVANTAGES

OF

ITS USE.

- It secures a steady light upon the track.
- It prevents lamp from going out on rough roads.
- It prevents spilling of oil from the cup.
- It is ornamental to either nickel or black wheel, weighs less than half-a-pound, and can be attached to any lamp in fifteen seconds.

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

C. H. KOYL,

1406 New York Avenue,
WASHINGTON, D. C.

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

Price \$1.50.

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

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

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

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

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

CUSTOM MADE PANTS, \$3.



Vests to match for \$2.25
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The Celebrated ay
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We give excellent value for
the money, incredible as it
may seem. Satisfaction
guaranteed.

We also manufacture

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Garments or Uniforms required by clubs or other
organizations. We should be glad to make proposals
to those having such orders to fill. Address

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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.
44	36	Kangaroo Safety,	\$130.00	\$60.00	4	2	2
46	55	Rudge L't Roadster,	156.50	75.00	4	2	4
51	52	American Rudge,	112.50	65.00	4	1	4
57	56	American Club,	150.00	75.00	2	1	2
71	54	Columbia Expert,	127.50	75.00	4	2	4
80	44	"Facile,"	130.00	70.00	4	1	5
90	52	Royal Mail,	137.50	80.00	3	1	4
95	55	Spalding Semi Racer,	140.00	50.00	4	1	4
96	55	"Racer,"	140.00	50.00	4	1	4
117	51	Special Star,	160.00	90.00	4	2	2
123	52	Sanspareil,	127.50	75.00	4	2	New
124	52	Sans. Light Roadster,	137.50	75.00	4	2	1
125	42	Special Star,	120.00	75.00	4	1	1
130	51	Special Star,	125.00	85.00	3	1	3
131	51	" "	120.00	75.00	4	1	4
132	54	Columbia Expert,	145.00	85.00	1	2	2
136	51	Special Star,	130.00	85.00	1	2	1
142	52	Col. 2-track Tricycle,	165.00	110.00	4	2	1
146	56	Columbia Expert,	132.50	80.00	4	1	4
148	50	Standard Columbia,	100.00	50.00	4	3	4
149	51	"Special Star,"	135.00	90.00	3	ball	2
154	51	Col. 2-track Tricycle,	165.00	105.00	4	2	1
157	46	Standard Columbia,	85.00	40.00	5	3	4
158	48	"American Star,"	90.00	45.00	5	4	4
164	56	Columbia Expert,	150.00	110.00	1	1	1
167	50	Premier,	110.00	80.00	4	2	1
174	50	Sparkbrook,	135.00	80.00	3	2	2
176	54	University,	135.00	80.00	4	2	1
179	50	Sp'k'b'k Crimper Tri.	180.00	110.00	4	2	2
180	50	"Hbr. Tandem,	220.00	220.00	4	2	1
184	50	British Challenge,	120.00	50.00	3	2	2
185	52	Humber,	130.00	70.00	4	1	3
188	52	Victor,	135.00	80.00	4	1	2
198	52	American Club	160.00	70.00	2	2	5
202	50	Challenge	95.00	45.00	3	2	4
207	51	Special Star	130.00	85.00	3	2	2
209	50	Columbia Safety	140.00	100.00	4	1	1
211	50	Sanspareil	130.00	75.00	1	1	1
212	54	Mail	110.00	65.00	4	2	4
213	52	British Challenge	135.00	60.00	3	1	4
216	54	Columbia Expert,	145.00	100.00	1	1	2
217	48	Special Star,	120.00	105.00	4	ball	1
220	53	Royal Mail,	140.00	85.00	4	1	2
221	54	New Rapid,	137.50	90.00	4	1	1
222	54	Col. Tri. (2-track)	165.00	110.00	4	1	1
224	56	Royal Mail,	140.00	90.00	4	1	4
229	56	Royal Mail,	140.00	65.00	4	1	2
234	52	Rudge,	135.00	90.00	4	1	1
235	55	Col. Lt. Roadster,	150.00	100.00	4	1	1
236	56	Columbia Expert,	132.50	70.00	3	1	4
237	48	Columbia Expert,	122.50	70.00	4	2	4
238	46	Special Facile,	123.00	80.00	4	1	1
239	52	Columbia Expert,	127.50	90.00	4	1	4
240	50	Col. Tricycle 2-track,	165.00	100.00	4	1	2
244	45	Special Pony Star,	107.00	100.00	4	1	1
245	54	Royal Mail,	140.00	95.00	4	1	1
246	52	Columbia Expert,	137.50	90.00	1	1	1
247	54	New Rapid,	150.00	110.00	3	1	1
248	50	Ideal,	80.00	45.00	4	4	1
249	52	Columbia Expert,	127.50	60.00	4	1	4
250	52	Columbia Expert,	127.50	90.00	3	1	1
252	56	British Challenge,	150.00	70.00	1	1	5
253	48	Special Star,	145.00	105.00	4	1	1
254	50	Special Sanspl.,	127.50	60.00	1	1	2

CORRESPONDENCE SOLICITED.

NEW YORK BICYCLE COMPANY,

38 Park Place, New York.

CONSIDER

THESE POINTS BEFORE BUYING A

Bi CYCLE Tri

THE NEW RAPID was the first Bicycle made with a "true tangent wheel." This wheel has been proven incomparably stronger than any other, and though formerly pooh-poohed by the trade its success has led it to be copied by numerous manufacturers in England and on this side by the Pope Mfg 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; Lillibridge, 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.

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Sole Importers.



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P. O. Box 444. New York.

AN AUTUMN TOUR.

THROUGH PENNSYLVANIA, NEW YORK, AND NEW JERSEY, BY FOUR MEMBERS OF THE BROOKLYN BICYCLE CLUB.

[Written for THE WHEEL.]

Part I.

Seven o'clock Saturday morning, Sept. 10th, saw us ready for the start, that is three of us, for Charlie was late as usual. So after waiting as long as was possible we started without him. He caught us at the ferry, having cleaned considerable of the mud from the pavements in his haste to catch us, at least we thought so when he appeared, but as there were no bones broken, and enough of his wheel remained to ride on, we took the annex and were soon aboard the train at Jersey City.

We went by the New York, Susquehanna and Western R. R. to the Water Gap, from which place we were to commence our journey. We took this road not to save time, but to see scenery. Time was no object to us, at least we thought so before we reached the Water Gap. At a little station called Two Bridges, by way of variety, we had to change cars, but this was a pleasant relaxation from the monotony of the ride. We now began to get hungry and foraging was in order. At the frequent stations beyond we had ample time to visit the neighboring orchards while the train disgorged its load of empty milk cans at every farm house and cross road. In this way we kept body and soul together until Dunnfield was reached, where we disembarked. During the last twenty-five miles or so of our journey by train we particularly noted the seeming excellence of all the country roads passed at stations or en route. The general topography of the country was hilly, but the roads were mostly of slate with surfaces that appeared very smooth and rideable. At Dunnfield, through the courtesy of the General Passenger Agent of the Railroad, we were met by a small steamboat, which took us up the river, through the Gap, and landed us at the Kittittiny House. This steamboat was a marvel in her way, and an apt illustration of the economy of labor. Her crew consisted of one man, who acted in the several capacities of captain, pilot, engineer, fireman and deck hand. We wondered how we were to get aboard, there being no landing in sight; but the matter was soon solved. The captain simply ran the boat ashore as far as possible, and threw out a plank, across which we walked aboard, trundling our wheels wheelbarrow fashion. The plank was then utilized to push the boat off, and an attempt made to start the engine. It being caught on center, the crew jumped on the connecting rod, and it started at a great rate.

The Water Gap, as all know, is a beautiful place, but to thoroughly appreciate its beauties a sail through it should not be missed. If you look down you perceive a narrow gorge, in shape not unlike a shepherd's crook, straight for a mile or more, then making a sharp curve to the left and disappearing. This gorge—along whose bottom pours the silent Delaware—is confined between—

cloven through—long, steep ridges, a thousand or more feet high, densely wooded to their summits, with the exception of one or two spots where the mountain side appears too steep for anything to cling, and the bare rock is exposed. These ridges terminate abruptly at the mouth of the Gap and form two bold and majestic headlands; the river resting between them goes wandering on in shining curves, and is presently lost in the vast dim expanse of the valley below. If one turns and looks up from the Gap, he will see the Kittittiny House on the left, perched on a precipice overlooking the valley, so sumptuously cushioned and draped with foliage that no glimpse of the rock appears. The building seems very airily situated, and has the appearance of being on a shelf half way up the wooded mountain side, and as it is remote and isolated it makes a strong mark against the lofty rampart at its back.

We toiled up the steep ascent from the river bank to the hotel, where we had dinner and rested until half past three o'clock, when we commenced our journey a wheel that was to terminate at New York by a circuitous route of about three hundred miles.

We started in grand style, determined to conquer the not too gentle rise beyond, or at least ride beyond the gaze of the assembled multitude or perish in the attempt. We succeeded, but the climb was our first after a hearty dinner, and it was tough; and on the ensuing steep decline down into the village, two of the party walked, while the other two as they rushed down the grade listening to the merry tattoo of their little wheels as they frisked through the air from rock to rock, and nearly biting their tongues off from the gentle jerk of each succeeding "thank-you-marm," wished they had been walking also. Fortune favored us; accidents we had none, and as the hills increased in number and in size, we increase in strength, and the twelve miles ensuing between the Gap and Bushkill, generally reported to be terrors, we really enjoyed and found the riding good. It was not our policy to hurry, at least it was not the policy of the entire party; and as it was deemed best to keep together in case of an attack by savages or wolves we did not reach Bushkill until five-thirty. Dingmans, our halting place, was twelve miles beyond, and the sun sinking on the hill tops warned us to delay but little. Climbing the steep ascent out from Bushkill we struck that indescribably fine surface for which the riding along this famous valley is so justly celebrated, and started at a brisk pace calculated to bring us through by daylight; but the previous hill work had told upon the chief kicker of the party, and the rapid pedaling soon induced cramps, which necessitated a halt and delay to get the weary man in rideable condition. The gathering shades of night gave us little time to loiter or to enjoy the beauties of the scene; but it was a fine sight to see the evening sunlight suddenly strike the leafy declivity of the opposite mountain side, and drench it as with a luminous spray, while we and our surroundings were in deep shadow. Darkness had fallen ere we reached our resting place, but the uniform excellence of the roadway set at rest all fears, and a merry pace was held until we arrived at the Bellevue, and announced ourselves. We were expected, and, though late, received a cordial welcome, and soon satisfied a hearty appetite with the good supper "mine host" had prepared. That night we went to bed and to sleep early, but awoke with the first streak of dawn, and partaking of a light lunch that had been left for us, more asleep than awake, we wheeled through the sharp, frosty air for about a mile, back from the town, where, leaving our wheels leaning against the friendly walls of an old and dilapidated mill, we proceeded afoot to search for the beauties we were told lay in the glen beyond. One never tires of poking about in the dense woods that clothe all these hills to their summits. The quiet solitude of the forest has a beguiling and impressive charm, and as we wandered up that mountain path, beside a madly rushing brook, the first rays of the rising sun just glinting o'er the hill tops, and the fresh dew sparkling on every leaf and bough, the scene was one not readily forgotten. A walk of fifteen minutes brought us to a clearing through which we passed, and crossed a little rustic footbridge over the rushing stream, and following a well defined trail we in a moment reached the "Silver Thread," a stream of crystal, scant two feet wide, leaping from cliff to cliff, yet scarce broken in its fall of two hundred feet through the rocky gorge, from the mountain above to the pool at our feet. It was not grand; it was not imposing nor majestic, but it was beautiful;

a gem of waterfalls. I have never enjoyed a scene with such serene and satisfying charm about it as this. We climbed the cliffs and viewed it from all vantage spots, but it lost none of its charms from any point of view. Retracing our steps to the mountain path, a climb of half a mile or so brought us to the High Falls, a rushing, roaring torrent, tumbling over the mountain side in mad hurly-burly through a deep gorge, worn out of the solid rock by its violent and unceasing action. A hasty climb to the top was all we had time for, though we could have lingered half a day or more amid the beauties of nature that surrounded us. It being near breakfast time, a quick return was made to the hotel, and after a hurried but hearty meal we were in the saddle at nine o'clock, en route for Port Jervis, and dinner, sixteen miles away. The ride of the morning was not less charming than that of the evening before; but it is as you rise the hill just going into Milford that the grandest view appears. To the north one looks up the Delaware Valley, to the south he looks down it. This first affords the most extensive view, and one of the loveliest that can be imagined too. Out of a billowy upheaval of vivid green, a rifle shot removed, rises the forest clad hills of the Jersey shore, royal, still and beautiful. Behind, swells a great dome shaped hill, and beyond that a nobler one. We look down upon the compact little town, and from the woods beyond a pretty stream winds its way to the broad bosom of the Delaware. Ahead the view broadens, and through the valley you gaze out over the plain, which stretches away, softly and richly tinted, grows gradually and dreamingly indistinct, and finally melts imperceptibly into the remote horizon. We descend the hill to the town, and soon through it, and an hour later finds us at the Delaware House at Port Jervis. BON.

"WHO BE THEM FELLERS?"

WR ARE: A. B. BARKMAN, W. E. FULLER, F. M. DEMAREST, C. F. ACKERSON,

of the Brooklyn Bicycle Club, and we left Brooklyn, Saturday, Sept. 10th, 1887, for a week's tour, wheeling from Delaware Water Gap, through Bushkill, Dingmans, Port Jervis, Cuddebackville, Middletown, Montgomery, New Hurley, New Paltz, Poughkeepsie, Wappingers, Fishkill, Newburgh, Canterbury, Highland Mills, Tuxedo Staatsburgh, Ringwood, Hewitt, Greenwood Lake, Newfoundland, Oak Ridge, Upper and Lower Lingwood, Mt. Hope, Bockaway, Morristown, Summit, Milburn and Orange to New York, where we expect to arrive Saturday evening, Sept. 17. Total about 300 miles.

The machine is a bicycle. All the metal parts are steel, the tires are rubber and will last about five years; please do not cut or handle them. The instrument on the axle is not a compass but a cyclometer, and records the miles traveled, the bundles contain extra clothing. The machines cost from \$100 to \$150, and will last indefinitely if you replace the worn parts and keep it in good order; they weigh about forty pounds; yes, a good rider can beat a fast horse, can kill him in a day; yes, they race with them, the fastest time is one mile in 2.29 and twenty-one miles in the hour; we are riding from forty to fifty miles daily, and we can ride over one hundred miles per day, some riders have ridden three hundred miles in a day; no, it does not tire us much; yes, we enjoy it and do not think it hard work; it is very easy to learn to ride and generally takes a week; you are quite welcome, don't mention it, good-bye.

LADIES' TOUR ALONG THE NORTH SHORE.

Arrangements for the third annual tour of lady tricyclists along the north shore are progressing famously, and there is every indication of a most successful run. The programme has been arranged by Tourmaster W. W. Stall, and is as follows:

First day, Thursday, Oct. 6.—Leave Malden square at 9.30 A. M., ride to Salem (13½ miles), dinner at Essex House at 12 M. Leave Salem at 1.30 and ride to Gloucester (15½ miles), supper and lodging at Pavilion. Ride of first day, 29 miles.

Second day, Friday, Oct. 7.—Gloucester to Gloucester around Cape Ann. The whole day will be given to this trip, and a picnic lunch will be served on the rocks at Pigeon Cove. Start promptly at 9 A. M., 6 o'clock dinner and lodging at Pavilion. Ride of second day, 17 miles.

Third day, Saturday, Oct. 8.—Start at 9 A. M. ride to Magnolia (4¼ miles) and visit Rafe's Chasm, Norman's Woe, etc.; dinner at Willow

Cottage; start at 2 P. M., and ride to Salem (13½ miles); supper and lodging at Essex House. Ride of third day, 17½ miles.

Fourth day, Sunday, Oct. 9—Leave Essex House at 9 A. M.; ride to Marblehead Neck at Nahant, stopping a short time at each place; dinner at Nahant, 2 P. M.; the homeward run to suit the pleasure of the party. Ride of fourth day (to Nahant), 10 miles.

A wagon carrying parts of wheels and two spare machines, also oil, etc., will accompany the party, and a mechanic will go with this, who will be useful in the case of breakdowns. There will be room in the wagon for extra baggage and for wheels that come to grief.

All parties who wish to participate, in the tour should enter their names at once with the tour-master, and send with their entry a deposit of three dollars each, which will be used for necessary expenses incident to the tour, the ambulance forming the larger item. For further particulars, address any member of the committee or the tour-master.

Committee: Mrs. and Mr. W. W. Stall, 509 Tremont street, Boston; Mrs. and Mr. Abbot Bassett, 22 School street, Boston; Mrs. and Mr. Charles Hopkins, 39 Cornhill, Boston.

A DELIGHTFUL TOUR.

TWO WEEKS. 375 MILES.

Messrs. Sheffield and Bradley, of the Ilderan Club, have just returned from a delightful two weeks' tour of over 375 miles. Only one accident occurred to mar the tour.

Starting from Newark they wheeled across the mountains of Northern New Jersey.

From Morristown they wheeled, or rather walked, amidst beautiful scenery, to the Delaware Water Gap. Between those two points it was impossible to wheel more than 4½ miles per hour on account of heavy grades and poor surfaces.

After visiting all the principal points at the Gap, the most suggestive, though not most prominent, being "Lovers Retreat," they wheeled along the famous Delaware River road to Milford, where genial host Crissman took us in charge.

"Frank" rides a wheel himself. He brought forth some records, made by Halsted of the Harlem's, one being from Milford to Port Jarvis (7½ miles) in 25 minutes and 40 seconds; fast time.

From Milford excellent wheeling was found through Orange County by way of Middletown and Montgomery to Newburgh.

Crossing the Hudson to Fishkill, Poughkeepsie was soon reached over sand-papered roads. Here we were most hospitably entertained by the Poughkeepsie Bi-Club boys, who showed us the town pretty thoroughly.

Thanks are especially due to Messrs. Stewart, Ostrander and Sterling, as well as several others whose names we do not recollect, who escorted us a few miles on our way. Mr. Stewart introduced us into his uncle's watermelon patch, when the melons suffered for an hour.

The boys are all working hard in the interest of the race-meet, set down for October 1.

A large and prominent field of entries should be theirs if \$300 worth of prizes speak for anything.

From Poughkeepsie to Blue Stores we follow the Post Road, instead of turning left at B. S. The following is recommended, as it avoids the clay in vicinity of Hudson:

Hold Post Road to Johnston, thence to Claverack, where, in village, take road to right of that which has sign reading "Hudson, four miles."

Hold same to brick tavern, a large, red brick building, where turn left into the Post Road, seven miles from Kinderhook.

At Albany we were taken in tow by W. Honig, Secretary of the Albany Bi. Club.

In the evening we were guests at their club house, which is pleasantly situated and elegantly furnished.

Leaving Albany for Saratoga, our hardest afternoon's ride is encountered, the roads being muddy, and rain falling more or less all the afternoon.

On account of muddy and slippery streets we were compelled to do the tour on foot.

From here we trained to Caldwell, sailed the wonderful Lake George, the scenery of which is beyond my description. Then crossing into Vermont, we begin what we looked forward to as one of our most pleasant runs, it being through Vermont to Troy, N. Y.

On starting, we feel the cold very much, and are

compelled to set a scorching pace for a short time, but soon slow up, for scorching is not touring.

At noon, while coasting into Granville, Sheffield took a bad header, spraining his ankle badly.

Thus the tour was cut short by two days, amidst one of the most pleasant parts of our trip. The scenery in Vermont is grand, the foliage just beginning to turn, showing many variegated colors.

East of us the Green Mountains loomed up, appearing almost like clouds.

There is no more comfortable, nor appropriate time for touring than September and October, "When the leaves begin to fall." Training to Troy, boat was taken for New York, where our tour ended. B.

A CYCLING PATRIARCH AT HOME.

It was one of the brightest of spring mornings, when we last visited the Patriarch. The rolling South Downs of England were looking their very best, the hedges were gay with primroses and full of architectural bird life. Sturdy, white-haired little Sussex boys and girls, with just those same bright blue eyes, and innocent faces, that moved good Bishop Gregory to call them angels, so long ago in far away Rome, ceased from making mental notes of the aforementioned nests, and turned to gaze in shy, open-mouthed wonder, as we rode on. Past the duck-pond, over the common, down the lane opposite the clump of Scotch firs, and here we are at the Patriarch's home.

Cob Court is as eccentric, and original as its owner, and has about it much of the genial warmth which that owner is never found wanting in. A low square house, speaking generally, but with all sorts of excrescences, as it were, breaking out in all directions. Here a tower, with unstable looks, soars skyward; this is the observatory where, with the aid of a tremendous telescope the Patriarch studies the heavenly bodies, and some that are not heavenly, if the country folk are to be believed. There a strange jumble of sheds with colored glass windows (suggesting something of an ambitious church in a bad way of business) attracts the attention. This is the studio, devoted to portraiture. The Patriarch has made more enemies by taking people's portraits than he has by all other causes put together. Other sheds, for sheds they simply are, serve for horse and cycle stables, or warehouses for the accumulated lumber of years.

There are no nonsensical passages, or entrance halls at Cob Court, but having once crossed the threshold, the visitor immediately finds himself in the drawing room, with a delightful absence of formality. This free and easy—some would say, untidy style—is kept up in the room itself. An old gun stands in one corner, pictures of horses decorate the walls, mysterious glasses and instruments are scattered about, after the manner of those old prints of alchemists, and a stuffed fox snarls eternally in his glass case. Before the fireplace is a large rug, the skin of a favorite horse, and from the open French window, charming glimpses are obtained of an old-fashioned garden, a soft lawn, where an old retriever stretches himself, and dreams of his hunting days. From this it will be gathered the Patriarch is of a sporting turn; he was in fact one of the boldest riders to hounds in the county. It is related of him in his younger days, that on the hunt unexpectedly passing his house, he caught a horse and rode to the death without a saddle or bridle. But a man with the weight of some eighty summers on him has no business in the hunting field. This fact was impressed on him one day, when he found himself tearing down a precipitous hill, in imminent risk of leaving his saddle. He vowed to heaven that if he came safely to the bottom, he would never hunt again, and he faithfully kept his oath. But though his body might be feeling the inevitable effects of age, his spirit was as full of ardor as when he rode to the hunt on a bare-backed steed.

Something must be done! Happy thought! Have a bicycle; and a bicycle he had. This is, I think, about record, for a man of the Patriarch's age, to take to bicycling and become an accomplished rider; but behold our hero. Tall, thin, dressed like a house painter, with a sharp, keen face, well covered with a disorderly beard, not so very grey, and restless, piercing eyes, that shot out rays of kindly affection, such was the man, who burst into the room, and clasped our hands in succession, with all the impetuosity of a boy of fifteen.

When wheeler meets wheeler, then comes the cycling jaw, to modernize an old saying; and we were no exception to the rule, but gearing, break power, the want of tenacity in tyres, and such

like engrossing subjects, were duly threshed out. Neither did we neglect to abuse the makers, and they suffered terribly at our hands, poor fellows!

"But you must come out and see my machines," he said, and we, nothing loathe, followed, accompanied by Mrs. Patriarch. The door of a roomy shed creaked on its hinges, and there before us were cycles of nearly every variety of pattern. A most antiquated bone shaker reposed in one corner, a whole genealogy of bicycles kept him company, down to most modern times, tricycles, rear-steering, front-steering, double-steering, and no steering at all, of all ages, all patterns, were tumbled together, in apparently hopeless confusion; but all the machines had at least this one quality in common—they were fast going to rack and ruin, from want of proper attention.

Nothing would suit the Patriarch but that we must haul out the whole lot, and duly examine them—a beastly, dirty job. When all were fairly out they occupied about an acre of ground; nearly all had some little history attached to them, generally of a cropper nature. The Patriarch indeed distinguished his machines, not by the catalogued name, as an ordinary cyclist would, but by the name of the place where he had a real good smash on it. "Ah, I had a terrible cropper off this machine," he said, complacently patting a tall bicycle. "Oh, it was a fall," echoed Mrs. P., with a womanly shudder, "but he is so daring." "It happened on Wind Mill Hill," he went on, "which, you know, drops nearly sheer down for about a mile. Well, I had my legs over the handles, and as the brake was out of order and would not work, the pace became rather fast, when suddenly I went over a stone, and, strange to say, was precipitated with considerable violence to the ground. I was unable to ride for some time after." We said, "Indeed." He evidently had a great respect for the bicycle that had given him such "a terrible cropper."

Some of his machines he had hardly fallen off of, worth speaking of; these were nameless ones, and were passed over with the contempt they deserved. I tried a Rudge racing tricycle from the stud; the steering could hardly be moved. "Don't you think the steering is too tight, sir?" "Oh, no. I like it tight, because you see, when I ride down a steep hill I fix the handle straight; put up my legs—and there you are." We again remarked, "Indeed."

During our inspection, two old hunters came up and hung their melancholy heads over the pad-dock fence. They were poor depressed brutes, at the sight of these new fangled machines, and seemed to be wondering what their poor old master was coming to. One gave a piteous neigh, and slowly galloped from the scene; it was too much for him; the other looked as if he thought that the sooner he was turned into a companion hearth-rug to the one in the drawing room, the better it would be. As we rode on our tandem to the end of the lane, we turned to wave a farewell and saw the game old man in the midst of his machines, his face beaming over the "Wind Mill Hill" signaling God-speeds for our long journey home.

FREE LANCE.

A NEW TRICYCLE.

A WHEEL OF GREAT PROMISE.

The Marlin's Fire Arms Company of New Haven have been working three years on a tricycle, which they have about perfected. The wheel is "tried" by a wheelman, so that when it "comes out" as it probably will next spring, it will not be an impracticable agglomeration of useless steel. It is a three tracker and will weigh sixty-five pounds for the road. It can be narrowed for storing or widened to fit the tracks of a country road. It will be a central chain driver, geared to sixty inches. The wheels will be fitted with a new form of bearings, which the inventor declares even less frictionless and less bothersome than ball bearings. There will be a clutch arrangement so that if one wheel strikes a stone, instead of veering the tricycle around out of its course, it will simply run over it. It is a bicycle steerer, with a thirty-inch steering wheel. No foot-rests are necessary for coasting, for the wheels may run along without affecting the pedals.

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

WHEEL GOSSIP.

Crist rode a practice mile at Roseville in 2:35 on Thursday last.

E. I. Halstead developed remarkable form at the Roseville Meet, riding the full mile in 2:44 4-5.

The Pope Mfg. Co. intend to issue an advertising book, containing a collection of articles referring to tricycling for ladies.

New Haven has a thousand wheelmen, a club with 120 members, and any street in the city may be ridden safely and comfortably.

HOWELL ATTEMPTS RECORD.—R. Howell recently attempted to make a five-mile record, but failed, his ride occupying 14m. 20s.

United States Marshal Stafford, who is a trustee in Dr. Talmage's church, has applied for admission to the Long Island Wheelmen.

The Ilderan Club will hold a Century Run on October 9, and a ten mile club race over the Irvington-Milburn course on October 16.

A well-known lady rider reports that since the passage of the Liberty bill she has noticed a large number of new lady riders in the Park.

The Agricultural Fair Association of Herkimer have presented George W. Nellis, Jr., with a gold medal, commemorative of his transcontinental trip.

The L. I. W. will occupy their house about October 1. A formal house-warming will be given when the members become accustomed to their new home.

A race meet will be held at the Gentlemen's Driving Park, Pittsburg, Pa., on September 29. Entries close September 27 with W. D. Banker, Old City Hall, Pittsburg.

The Orange Wanderers' meet, held on Saturday last, was a success. The features of the meet were Crist's fast mile, Stenken's notable effort and Burdick's fine home-spurt in the two miles.

A two mile handicap and a mile scratch race will be held at Wilmington, Delaware, on October 8. Entrance fee, fifty cents for each event; close October 1 with Secretary Warren Athletic Club, Wilmington.

The Citizens had a "rousing" meeting last Monday. Four new members were admitted, the Treasurer's strong box was reported as being in an apoplectic condition, and a collation was served after the meeting.

The New Orleans race meet attracted 3,000 people, two-thirds of whom were ladies. A combination of sunshine, blue sky, and music made a gala occasion. Cycling has evidently taken a firm grip in the South.

Messrs. Sheffield and Bradley send us a sketch of a delightful two days' tour. Their course was typed out through the Oranges, Morristown and the Delaware Water Gap, up through Orange County, over to Newburgh, and along the Hudson to Troy.

The annual Fall games of the New York Athletic Club will be held at their grounds at Mott Haven, 150th street and Mott Avenue, on Saturday, October 1, at 2:30 P. M. Among the events is a two miles handicap. The prizes given by this club are always of considerable beauty and value.

L. J. Kolb won the mile-and-a-half bicycle championship at the Annual Championship games, held on Saturday last, at the Manhattan Athletic Club Grounds. J. W. Powers was second by a foot, though he might have won easily had he used a little judgment, and P. M. Harris, third; time, 4:32 4-5.

"Free Lance" sends us a little sketch of "A Cycling Patriarch at Home." "Free Lance" is not quite a Ruskin, nor yet a Longfellow, but he has a deep appreciation of the beauties of nature, and the picture of English home life he presents, with the picturesque old patriarch, and his dogs, and his wheels may be read with pleasure.

The Manhattan Bicycle Club's run last Sunday was to Orange, N. J. A delightful ride from Newark, along Park Avenue, was followed by a dinner at the Mansion House the League hotel. Some then went to Montclair, while others participated in a parade around Orange. There were twenty-five members present and about thirty-five miles were covered.

SEC.

Dr. W. G. Kendall, of the Boston Club, states

that when a rider feels very tired, almost incapable of further exertion, he may recuperate to a certain extent by lying fully extended, face downward on the grass. This plan is worthy of a trial, since it gives the surplus blood in the calves a chance to regain its normal position and condition in the upper parts of the body.

New Castle Bicycle Race Meet September 28. events: one mile novice; one mile open; one mile 3:10 class; one-quarter mile open; one-quarter mile boys under fourteen; one mile 3:00 class; one mile safety; half-mile open; half-mile boys under sixteen; two mile handicap; one mile 3:20 class; three mile lap. Entries close with C. L. White, Secretary, P. O. Box 1283, New Castle, Pa.

THIRSTY LONG ISLAND WHEELMEN.—I desire to inform my fellow tourists that at the corner of the Jericho Pike and Old Court House Cross Roads there resides a genial old farmer, Valentine by name, who, if properly approached will supply the thirsty cyclist with the richest and purest of ice cold milk at the enormous sum of five cents per quart. This is getting to be a famous stopping place with those who are on to the racket, and, being just about half way between Jamaica and Jericho, it is reached at just about the time one has a strong desire to liquidate.—BON, in Bulletin.

A tricycle event should be a feature of every race-meet programme. It is a good chance to show the ladies as well as timorous, hyper-cautious or elderly gentlemen that they too can cycle. The general custom at present is to have no tricycle event, and when such have been held, they have been but sorry exhibitions. Manufacturers, to whom race meet managers so often appeal for aid, should insist on a handicap tricycle race being run at every meet with which they have aught to do. Indeed, they should go even further; they might loan the men a couple of racing trikes, for the great green public is affected by time, and the trike now has the reputation of being "slow."

A jolly party from the Citizens' Club made an all-day run to Yonkers on Tuesday last, dining at the Mansion House. The trip was made eventful by the presence of the "Old Guard"—no less than five of the original twelve charter members being present. Mr. M. Kuramachi, of the Japanese Trading Company, and Mr. Thomas Stevens, of Globe-Girdling fame, were also present. Mr. Karl Kron was also invited, but sent regrets. The riders who enjoyed the run were: Rev. T. McKee Brown, George E. Dunlap, Richard Nelson, Knight L. Clapp, Elliott Mason, Thomas C. Smith, A. E. Paillard, George Martin Huss, Thomas Brown, Jr., E. Benedict Frisbee, M. Kuramachi and Thomas Stevens.

THE CLERMONT.—The American Hotel with the very English name which decorates the head of the beautiful Riverside drive, is not worthy the patronage of any wheelman who values rapid, effective and respectful service. Some weeks since, by request, we warned wheelmen of the treatment all riders receive at this house. A gentleman writes us that it has in no way abated. On Sunday evening last he stopped at the Clermont with two friends. The waiter treated them with condescension and insolence. Prices at the Clermont are high, and any one who is willing to pay them is entitled to the servility which only a long pocketbook can command. The Chief Consul should look up some more accommodating hotel on the West side of town.

Messrs. Maltby, the fancy rider, and Aginton, the fancy roller skater, have recently arrived in England, and are dividing the honors and shekels with Temple. Aginton left Boston in October, 1885, and after showing in the principal cities in the Union, was joined by Maltby. The two then went to the Sandwich Islands, where the natives went wild over both skating and riding. King Kalakua visited their performances several times. In Melbourne, Australia, they spent five months. This they consider the greatest sporting country in the world. At the Melbourne Cricket Grounds they showed to 22,000 people. After a visit to Tasmania and Launceston, they went to Singapore, Penang, Bombay and Simla, and afterwards to England.

The *Bicycling World* has affectionately answered the St. Louis *Spectator's* wail, to wit: "I cannot see that any real benefit has ever occurred to humanity from horse, boat or bicycle racing." Aside from the *World's* logical refutation of their statement, we desire to add, somewhat sentimentally perhaps, that the man is not properly organized

whose senses of admiration, envy and emulation are not awakened by a Rowe or a Hanlan. Muscle will continue to be admired notwithstanding the rapid strides we are making toward pure intellectuality. The perfect man is a well balanced combination of mind and muscle, and it is the duty of brainy men not to neglect their muscles. This neglect is brought most poignantly to the mind by the apparition of a perfectly developed athlete.

At this time of the year, the leaves begin to fall; so do the records. This year Lynn will be the scene of the record breaking attempts. Our esteemed contemporary, the *Bicycling World*, agrees with us that records made in public competitions are more valuable for advertising purposes than those made in bouts with the watch. We believe no tournament projectors have offered "sufficient inducements" to any of the men who are capable of knocking out the scythe beam. But this is not the fault of the meet managers, but of the public, whose illiberal support does not admit of the employment of these cycling "stars." We think it would have been wise had the manufacturers sent their teams to the various tournaments, with orders not only to win, but to win in as fast time as possible.

WHEELMEN'S DAY IN MINNEAPOLIS.

MINNEAPOLIS, Sept. 19, 1887.

With all the manifold events of the past week, and multitudes of attractions offered by the State Fair and Exposition, both in full blast at the same time, cycling has had its share of attention, and those devotees who were able to get the requisite spare time have enjoyed themselves.

Thursday last was set as the day for our State L. A. W. meet, and also appointed "Wheelmen's Day" at the Exposition, but whether the notice came too near the day appointed, or for other reasons, I know not. The attendance at a meeting held for election of Treasurer and Secretary, appointing the various committees, etc., was less than a quorum—that number being but fifteen—and so nothing was done. If a male vote is taken, and as many as fifteen voters heard from, it is likely the present incumbent will continue to fill the office. It is rumored that Mr. Heath the present Chief Consul, thinks of resigning the position, giving as his reason that a constantly increasing business prevents his properly attending to the duties of a Consul as they should be attended to. Several wheelmen are mentioned as his successors, but I believe that there is no authority for naming any one thus early in the day. In case of Mr. Heath's retiring, the loss will be felt by all wheelmen in the State, especially by those who have come in contact with him, either in a business or social way.

On Thursday evening, the 15th, another Lantern Parade was held, but this time with a much smaller attendance, about twenty-five riders being in line. The line of parade was somewhat broken in on and hindered by the large crowds gathered to witness the Knight Templars' Drill, but valiant efforts of the police escort cleared a path, and we rode directly to the Exposition Building, each rider having been given a ticket of admission. A fine display of fireworks "brought the evening to a fitting conclusion," as the society reporters gracefully put it.

On Friday afternoon several races were held at Lake Harriet, under management of the Mercury and Minneapolis Clubs, permission having been obtained of the Park Commissioners. Here let me insert the courteous reply of the President of the Park Board, as showing the friendly feelings existing between them and the wheelmen here.

"MINNEAPOLIS, MINN., Sept. 15, 1887.

"J. PURVIS BRUCE, Esq., Tribune Building.
"DEAR SIR: Your favor of to-day, requesting the use of the Harriet Boulevard for the bicycle races to-morrow, just reached me.

"My engagements this afternoon and to-morrow are such that it will be impossible for me to see Mr. Berry, the Sup't, and if I could I do not know that he has a team at the lake to draw the roller. I think he discharged his whole force yesterday. It is with great pleasure that I give permission to use the boulevard, and I sincerely wish that it were in better condition. I will write a note to the Sup't, requesting him to roll the road, but fear it will not reach him in time.

"Very truly yours,

"C. M. LORING, Prest."

The only comment to be made is that the recipient of the note, happening to be at Lake Harriet an hour later, found the road then being rolled.

The day of the races was bright and pleasant,

but a strong head-wind blew down the track at the finish, making very fast time impossible. Races were called at about three o'clock, T. M. Slosson and F. W. Pierce officiating as judges, E. H. Kimball as timer, and L. B. Graves as referee. Messrs. Heath and Leland acted as clerks of the course, and generally managed the races. Following are the races, in the order that they occurred:

ONE MILE AMATEUR.—Colie Bell, 2m. 57s.; G. L. Hunt, Bismarck, D. T., second; H. Schroeder, A. N. Perry, J. Purvis Bruce, F. L. McLellan.

THREE MILE AMATEUR.—Colie Bell, 9m. 41s.; E. A. Savage, second; E. J. Hale; H. Lackor; J. P. Bruce.

ONE-HALF MILE AMATEUR.—Colie Bell and E. J. Hale tied for first place; time, 1m. 29 2-5s. F. L. McLellan, second; E. A. Savage, third. Owing to Hale's taking part in the 5 miles race, later on, this tie was not run off, but will be decided next Thursday, and fun may be looked for at that time.

ONE MILE TRICYCLE AMATEUR.—G. H. Bartlett, 3m. 34s.; J. P. Bruce, second. This was won easily by Bartlett, who led from the start, and was his first race of any sort, it being his first season's riding. Bruce, who was not satisfied with the result, has challenged him to another trial, and means to change the order of things at that time, as he labored under the disadvantage of being unused to his machine, and of having ridden in previous races.

FIVE MILE AMATEUR.—E. J. Hale, 17m. 30s.; J. Bruce, second; G. L. Hunt, Bismarck, D. T.; Harry Lackor; Colie Bell surpassed every one by the ease with which he pushed his Star to the front, and may be looked on as a coming racing man. He is young yet, but a fast and graceful rider, with good staying qualities. Even with the rolling it received, the Harriet Boulevard is not a success as a race-track, being very sandy and rutty in places, and no racing wheel could stand it.

To wind up the week with, some twenty of us took train to St. Paul last evening, and helped out the Y. M. C. A. Club with their parade. Thousands of spectators were out, and it was difficult to keep back the crowds so that we had room to pass. Although only some sixty were in line, a good appearance was made, especially in coming down Third street, which was brilliantly illuminated with thousands of colored globes, many handsome designs to be seen among them. The police deserve special mention for the admirable manner in which they handled the crowd and acted as escorts. A climb up a most tremendous hill and several miles' spin on asphalt pavements wound up the evening's fun, but I hope before the season closes the project of getting say a hundred and fifty wheelmen to go down and show the city of St. Paul a really large parade may be carried out. We can easily get special rates on the cars, a baggage-car to ourselves, and the fun of riding one evening on perfect roads will more than compensate for any trouble taken. Who will be the man to go ahead and agitate the idea? The Tribune's bicycle man has obtained pictures and short biographies of prominent wheelmen in the city, and is to write them up for Monday's issue. If they flatter, as much as some other sketches recently printed in its columns, he may be looked on as mounting a Victor about six o'clock to-morrow morning, and taking a vacation till the victims cease from their search for him. I will mail you a copy, but don't judge us (!) from our pictures. To-day is nearly a perfect one, bright and warm, and I'm sure you will be delighted to excuse me from any further duty while I mount my wheel and wend my way where nature puts on a brighter and more inviting aspect than the city presents. L. B. G.

ORANGE WANDERERS' RACE MEET.

CRIST'S FAST MILE.

The Orange Wanderer's race meets are always successful and the one held at Roseville, N. J., on Saturday last was no exception to the rule. Nearly a thousand people were present, the weather sunny and perfectly still and the track in good shape.

The officers of the day were: Referee, E. J. Shriver; Judges, G. C. Brown, E. W. Johnson, J. B. Lunger and R. M. Sawyer; Timers, J. F. Pedersen, J. W. Smith and F. S. Miller; Starter, L. H. Johnson; Scorers, J. M. McFadden, W. S. Booth and H. C. Douglass; Clerk of Course, H. C. Douglass; Assistant, W. Wallace.

A summary of the events is as follows:

ONE MILE NOVICES.—First Heat—E. P. Baggott, Hudson County Wheelmen, 3:08 4-5; T. L. Wilson, Brooklyn, 2d. Second Heat: H. Samson, Nyack, 3:11 2-5; J. T. Hall, Orange, 2d by a wheel's length. Final Heat—Baggott, 2:59 2-5; Hall, by two yards; Samson, close up.

ONE MILE TANDEM TRICYCLE.—Elizabeth Club Members—W. H. Caldwell and A. C. Jenkins, 3:30 3-5; J. C. Wetmore and W. W. Chester, by twenty yards. The latter team led till the last lap.

HALF-MILE HANDICAP.—C. E. Van Vleck, Montclair, 75 yards, 1:12 3-5; E. P. Baggott, Jersey City, 50 yards, 2d; C. E. Stenken, 25 yards, 3d; W. E. Crist, Washington scratch, 4th. There were six other starters; with handicaps ranging up to 150 yards. The four men were closely bunched at the finish.

Two Mile Race, Time Limit, 5:50.—H. L. Burdick, Albany, 5:52 1-5; W. E. Crist, 2d by a foot; H. J. Hall, Jr., Brooklyn, by two yards. T. W. Roberts, Poughkeepsie, o. The time for the first mile was 3:05 4-5 and of the last mile, 2:46 2-5.

The last lap was ridden at top speed. Twenty-five yards from the tape Burdick forged ahead and out-speeded Crist to the finish. The time being over 5:50, no prizes were awarded.

One Mile Handicap, Orange Wanderers.—W. L. Booth, 100 yards, 3:05 1-5; H. W. Smith, 100 yards, 2nd by forty yards; C. S. French, scratch, 3rd. One mile scratch 2:45 time limit. In this race, Crist announced his intention of making a fast mile. At the start Stenken cut out the pace for two laps. At the commencement of the last lap H. J. Hall, Jr., started in to make pace and rode with Crist to the finish. The times were ¼, 40 2-5; ½, 1.19 1-5; ¾, 2.00 2-5; 1 mile, 2:38 1-5. This is record for the Roseville track. Stenken finished it 2.41, a sterling performance, while E. I. Halstead and T. W. Roberts finished inside 2:45.

One Mile Tandem Tricycle Handicap.—W. E. Crist and H. J. Hall, scratch, 2:52; Wetmore and Chester, 300 yards, 2nd, by twenty-five yards; Stenken and Wilson, 150 yards, o. The last team withdrew early in the race, Stenken having slipped his pedal.

One-Half Mile Scratch.—C. A. Stenken, 1.27; W. E. Young, 2nd.

One Mile Lap Race.—Crist, 8 points, time, 3:01; Hall 7 points; Young, 3 points.

Two Miles Handicap.—H. L. Burdick, 125 yards, 5:35 2-5; T. W. Roberts, yards; 2nd; E. H. Parker, 250 yards, 3rd.

One Mile Consolation.—E. I. Halstead, 3.11 4-5; E. C. Parker, 2nd.

EAST HARTFORD RACE MEET

The third annual race meeting of the East Hartford Wheel Club, held on Saturday afternoon last, was largely attended. Delegations of wheelmen were present from this city, New Haven, New Britain, Waterbury, Springfield, Holyoke, and other places. The four-lap track was in good condition, and the weather was beautiful, giving promise of an afternoon of genuine sport. This was marred only by numerous headers, which, however, resulted in no serious injury to any of the riders.

The first "spill" was in the fourth trial heat of the first race—the half-mile handicap. Harding ran too close to the outer edge on the last turn, striking a soft place and falling. In the three-mile ten-minute class, on the lower turn of the last lap, Richmond's wheel "buckled" on smooth ground and he took a header, carrying down Smith and Wakefield, who were close behind. Immediately after the start in the one mile East Hartford 3:20 race, Coburn and Ensign locked pedals and fell, causing Shook to go down in the wreck. The worst accident of the afternoon was in the one mile lap, after Arnold had taken three laps and purposely dropped to the rear. Haradon, Dresser and Williams were fighting for the last lap when the former collided on the backstretch, carrying Williams down. Haradon turned a double somersault and was momentarily stunned, but after attendance by a doctor appeared in the three mile open race. Williams also had a bad fall, while Dresser picked himself up, remounted his wheel and finished second. On the second lap of the one mile 3:20 race Way was run into from behind and pushed against a single-strand wire fence, causing him to take a header. Of the eleven riders who took headers, none were injured other than a few bruises and scratches, and in no case was a machine wrecked.

The officers of the day were as follows:

Referee, Andy O. McGarrett, Springfield; judges, E. A. Hill, Springfield, W. S. Richardson, and J.

M. Birmingham, Hartford; starter, E. O. Goodwin, East Hartford; timers, L. S. Forbes, East Hartford, Harry Cornish and D. J. Post, Hartford; scorers, J. O. Goodwin, A. A. Forbes, East Hartford; clerk of course, W. A. Ackley, East Hartford.

HALF-MILE HANDICAP—First Trial Heat.—Starters, H. K. Lee, George L. Bacon, G. L. Whitehead and E. N. Way, of Hartford; E. L. Outterson, of Holyoke, Mass. Won by Whitehead; Way, second; time, 47¾, 1:32 2-5.

SECOND TRIAL HEAT.—Starters, William H. Rhodes and F. E. King, of Hartford; Charles L. Snow, of East Hartford; H. C. Wakefield, of Springfield, Mass. Won by King; Rhodes second; time, 44, 1:29.

THIRD TRIAL HEAT.—Starters, Fred. L. Damery, D. P. Williams and Ludwig Forster, of Hartford; C. H. Thomas, of New Britain, George McClellan, of Holyoke, Mass; C. F. Richmond, of East Hartford. Won by Thomas; Damery second; time, 42, 1:27 3-4.

FOURTH TRIAL HEAT.—Starters, George C. Dresser and William Harding, of Hartford; H. B. Arnold, of New Britain; William M. Haradon and E. B. Smith, of Springfield. Won by Arnold, Dresser second; time 42½, 1:26½.

FINAL HEAT.—Starters, first and second men in each trial heat. Won by King (55 yards); Whitehead (55 yards), second; Dresser, (15 yards) third; time 41, 1:25. Arnold was scratch man, but was unable to overcome his handicap, although he made a hard push and would have finished in good position if he had not been "pocketed."

ONE MILE NOVICE.—FIRST TRIAL HEAT (quarter-mile)—Starters, F. E. King, of Hartford; William Hughes and Al. Hyatt, of Waterbury; E. E. Arnold and A. J. Ensign, of East Hartford; E. L. Outterson, of Holyoke, Mass. Won by King; Ensign second; Hyatt third; time, 45s.

SECOND TRIAL HEAT.—Starters, George L. Bacon, E. N. Way and G. I. Whitehead, of Hartford; F. G. Lull, Charles L. Snow and H. E. Coburn, of East Hartford. Won by Snow; Bacon second; Whitehead third; time, 46 3-4.

FINAL HEAT.—Starters, first, second and third men in each trial heat. Won by King; Snow second; Whitehead, third; time by quarters, 58, 1:28, 2:38½, 3:23 1-5. King and Snow had an exciting finish, the former winning by less than a wheel.

THREE MILE TEN-MINUTE CLASS.—Starters, Ludwig Forster and H. K. Lee, of Hartford; E. B. Smith and H. C. Wakefield, of Springfield; Charles F. Richmond, of East Hartford; William Hughes, of Waterbury. Won by Forster; Smith, second; Wakefield, third; time by miles, 3:16, 6.34½, 9:54.

ONE MILE OPEN.—Starters, George C. Dresser and William Harding, of Hartford; H. B. Arnold, of New Britain; William M. Haradon, of Springfield. Won by Arnold; Haradon, second; Harding, third; time by quarters, 53, 1:37, 2:22½, 3:05. Harding set the pace for three laps, when Arnold spurred and finished an easy winner. Haradon and Harding had a hard fight for second place, but it was taken by the former by a few feet.

ONE MILE EAST HARTFORD 3:20 CLASS.—Starters, William James, E. E. Arnold, Elmer Shook, Charles Snow, A. J. Ensign, H. E. Coburn and F. G. Lull. Won by Snow; James, second; Lull, third; time by quarters, 56, 1:51, 2:46½, 3:29. Snow and James made a pretty finish, the former crossing the tape a winner by one foot.

TWO MILE HANDICAP.—Starters, H. K. Lee (25 seconds), George L. Bacon (25 seconds), F. L. Damery (15 seconds) and Ludwig Forster (8 seconds), of Hartford; E. L. Outterson (25 seconds), of Holyoke, Mass.; H. C. Wakefield (20 seconds), William M. Haradon (5 seconds) and E. B. Smith (5 seconds), of Springfield. Won by Smith; Haradon, second; Forster, third; time by miles, 3:15½, 6:04½. Haradon and Smith pushed from the rear of the procession to the lead, and made a pretty run for first place, which was secured by the latter by less than a wheel.

ONE MILE LAP.—First prize, cyclometer; second, engraving; third, pearl-handled pocket knife. Starters, George C. Dresser and D. P. Williams, of Hartford; H. B. Arnold, of New Britain; William M. Haradon, of Springfield. Won by Arnold (15 points); Dresser second (7 points); Williams third (4 points); time by quarters, 49, 1:37½, 2:24 [mile not taken]. Arnold took the lead and won the first three laps with ease. He then slowed up, thinking he had secured enough points to win the race. The remaining trio had a hot race down the backstretch, Haradon slightly in the lead. Just before reaching the lower turn, Haradon took a header and capsized the two men

behind him. Before the wreck was cleared Arnold had finished leisurely, while Dresser picked himself out of the heap, remounted and secured second place. Williams after being helped to his feet also remounted and finished third.

FIRST TRIAL HEAT, HALF MILE—Starters, Fred L. Damery, of Hartford; Charles Snow, of East Hartford; H. C. Wakefield, of Springfield; E. L. Outterson, of Holyoke, Mass. Won by Damery, Outterson second; time, 1:36.

SECOND TRIAL HEAT—Starters, F. E. King and E. N. Way, of Hartford; Al. Hyatt, of Waterbury. Won by Way; King second; time, 1:47 3/4.

FINAL HEAT—Starters, first and second men in trial heats. King finished first, but was set back to third place for taking pole from Outterson. Way also claimed a foul on Outterson, and to settle the dispute all agreed to run the race over again. King maintained his right to first prize by winning the second time; Outterson second; Way third; time by quarters, 52 1/2, 1:42; 2:31; 3:16 1-5.

ONE-MILE HANDICAP—First prize, ice cream spoons in case; second, standing mirror; third, smoking set. Starters, H. K. Lee (125 yards), F. L. Damery (75 yards), Ludwig Forster (35 yards), George L. Bacon (125 yards), William H. Rhodes (125 yards), George I. Whitehead (125 yards), E. N. Way (125 yards), of Hartford; C. H. Thomas (50 yards), of New Britain; H. C. Wakefield (90 yards) and E. B. Smith (25 yards), of Springfield; George McClellan (60 yards), of Holyoke, Mass. Won by Way; Whitehead second; Rhodes third; time (152 yards handicap), 2:57.

THREE-MILE OPEN—First prize, silver pitcher; second, engraved cup; third, engraving. Starters, William Harding and Ludwig Forster, of Hartford; William M. Haradon, of Springfield. Won by Harding; Haradon second; Forster third; time by miles, 3:31, 6:47, 9:51.

CONSOLATION RACE—First prize, engraving; second, gold cuff buttons; third, statuette. Starters, George L. Bacon and H. K. Lee, of Hartford; C. H. Thomas, of New Britain; George McClellan, of Holyoke. Won by Thomas; McClellan second; Bacon third; time, 3:27.

NEW ORLEANS NOTES.

September 15, Louisiana Division Race Meet at New Orleans. Just erase that from your fixture column, please. It is over, and now forms the subject matter for another glorious page in the history of Southern cycling.

Yes! that was wheelmen's day in New Orleans, and a magnificent one it was, too; the sun was a trifle warm, the wind rather brisk, but the atmosphere was dry, and the heavens cloudless; the track was far from the best, and the time ditto, but the music was good, the grand stand full, and the spectators enthusiastic; so why shouldn't we be happy, especially when two-thirds of the attendance were ladies in their summer costumes, and the colors of one's own club showed up well among the assemblage of 3,000 people. I ask again, why shouldn't we be happy? Ah! but we were. Our meet was a grand success, and we are grandly jubilant, if such a term can express our feelings.

The races began promptly at 3:30 P. M., under the supervision of the following officials: H. H. Hodgson, Referee; E. C. Fenner, W. W. Crane, George Baquie, Judges; S. M. Patton, L. E. Tyler, E. W. Hunter, Timers; J. M. Gore, Scorer; E. A. Shields, Starter; C. M. Fairchild, Clerk of Course; W. W. Boullemer, R. P. Randall, J. C. O'Reardon, Umpires.

The following is the result of the events:

HALF MILE, BOYS.

W. M. Hathorne.....	1
J. W. Abbott.....	2
M. S. Graham.....	3

Time, 1:40 2-5.

Hathorne took the lead at the start, and was never headed, winning handily by six lengths.

ONE MILE CHAMPIONSHIP LOUISIANA CYCLING CLUB.

R. G. Betts.....	1
W. E. Hobson.....	2
W. H. Renaud, Jr.....	3
A. A. Ruhlman.....	4
E. A. Jonas.....	5

Time, 3:40 1-5.

Hobson got the best of the start and led until the homestretch on the first half, when Betts drew alongside and the two crossed the tape close together. On the last half Betts pulled away and finished a winner by four lengths. Ruhlman fell fifty feet from the start, and though he quickly remounted, he could not catch the leaders.

ONE MILE CHAMPIONSHIP N. O. BICYCLE CLUB.

C. B. Guillothe.....	1
A. M. Hill.....	2
B. C. Rea.....	3

Time, 3:11 4-5.

A fine contest between Guillothe and Hill, who passed and repassed each other a half a dozen times, keeping the result in doubt until within twenty yards of the finish, when the former by a grand effort opened a gap of two lengths and kept it open too.

HALF MILE DASH.

G. E. Guedry.....	1
W. L. Hughes.....	2

Time, 1:33 4-5.

These two withdrew from the preceding race so as to save themselves for this event. Hughes was mounted on a racer and much was expected of him, but Guedry fairly ran away from him and won easily by ten lengths.

ONE HUNDRED YARDS SLOW RACE.

E. A. Jonas.....	1
G. A. Miller.....	2
W. E. Hobson.....	3

Time, 3:04 4-5.

Miller crossed the line first; and Hobson dismounted rather unexpectedly, ten yards from the finish, when half a length behind Jonas.

ONE MILE LOUISIANA STATE CHAMPIONSHIP.

A. M. Hill.....	1
C. B. Guillothe.....	2
B. C. Rea.....	3
E. L. Alford.....	4

Time, 3:13.

A ford took the lead at the start, and set a terrific pace for a quarter mile, but could not hold it, and gracefully dropped back to last place. The other three then took turns at leading, Rea passing the tape on the first lap, with a slight advantage. He led until the last eighth, when Guillothe shot ahead, with Hill at his little wheel; now Hill was ahead; now Guillothe; he'll win it sure—no! Hill's gaining on him again, now he's passed him. Ah! the suspense is over; Hill by a magnificent spurt opens a clear length between them, and wins a hard fought race, and one which had set the spectators wild with excitement.

ONE MILE HANDICAP.

R. W. Abbott, 200 yards.....	1
H. W. Fairfax, 200 yards.....	2
W. H. Renand, Jr., 296 yards.....	3
A. A. Ruhlman, 280 yards.....	4
J. W. Dodge, 280 yards.....	5
A. M. Hill, scratch.....	0
R. G. Betts, 200 yards.....	0
N. H. Moody, 250 yards.....	0
E. L. Alford, 150 yards.....	0
G. E. Guedry, 80 yards.....	0
E. A. Jonas, 352 yards.....	0
W. Hobson, 280 yards.....	0

Hill's time, 3:12 1-5.

Abbott gave a pretty exhibition of handicap riding. He was off like a rocket and passed man after man almost before they knew it and entered the back stretch on the last half with a clear lead, and keeping up his winning gait won by six lengths.

HALF MILE, RIDE AND RUN.

C. B. Guillothe.....	1
R. W. Abbott.....	2

Time, 2:16 1-5.

It was nip and tuck, all the way, but Guillothe got there first on the final spurt by barely one length. Another race in which the spectators lost their heads for the time being.

ONE MILE CONSOLATION.

E. L. Alford.....	1
N. H. Moody.....	2
W. E. Hobson.....	3
J. W. Dodge.....	4
M. S. Graham.....	5

Time, 3:45 1-5.

Every one wanted to see our Shreveport visitor win this race and he did it handily, beating the second man by four lengths. Graham fell near the quarter post, but pluckily remounted and finished in ample time to secure consolation from a huge, but nevertheless, tasty leather medal.

TWO AND A HALF MILE TEAM RACE.

New Orleans Bicycle Club.....	187 points.
Louisiana Cycling Club.....	72 "

Time, 9:55 1/2.

Hill, Guillothe, Fairfax, Guedry and Hughes represented the winning club; Betts, Ruhlman,

Moody, Renand and Hobson the losers. It was an unequal match, as the score and previous races will testify. Only one of the Louisiana Club's team completed the entire distance, the others dropping out one after another. The finish was close and exciting, Hill, Fairfax, Betts and Guillothe coming in bunched, and in the order named, Guedry well in the rear. Betts passed Guillothe when within twenty feet of tape, and as the line was crossed, was even with Fairfax's saddle. **BT.**

RACES AT NORTH ATTLEBORO, MASS.

The annual bicycle races of the Columbia Bicycle club of Attleboro, Mass., were held on Friday last at the Fair grounds at North Attleboro. It was the last day of the fair and there was a large attendance. The races were interesting and well contested throughout, and with the exception of a few headers, which were taken on account of a poor track, everything passed off smoothly. The result of the professional handicap race was a surprise to everybody, as Rowe was looked upon as a sure winner, but it was very plain to those who witnessed Rowe make the first turn that he could not win, as it was utterly impossible for him to get around the turns on account of the track being soft and uneven. The following is the result of the different races:

One-half mile open—P. J. Berlo, Boston, first; D. E. Hunter, Lynn, second.

Two mile amateur handicap—H. L. Caldwell, Cambridgeport, first; P. J. Berlo, Boston, second.

One-mile boys' race—A. W. Porter, Newton, first; C. G. King, North Attleboro, second.

One-mile professional handicap—L. D. Munger, Detroit, Mich., 110 yards, first (\$100); Horace Crocker, Newton, 40 yards, second (\$50); W. A. Rowe, scratch, third (\$25); McCurdy (90 yards) fourth; Hollingsworth, 135 yards, fifth.

One-half mile amateur handicap—P. J. Berlo, Boston, first; J. Fred Midgley, Worcester, second.

One-mile amateur 3.10 class—J. Fred Midgley, Worcester, first; H. L. Caldwell, Cambridgeport, second.

One-quarter mile amateur open—P. J. Berlo, Boston, first; Charles E. Whitten, Lynn, second.

One-mile amateur handicap—P. J. Berlo, Boston, first; J. E. Doran, No. Attleboro, second; J. Fred Midgley, Worcester, third.

One-mile club team race—Lynn Cycle Club, first, 13 points; Columbia Bicycle Club, Attleboro, 2 points. The Lynn team were Hunter, Whitten and Hitchcock.

TOURNAMENT OF THE RHODE ISLAND DIVISION, L. A. W.

A much larger crowd than is usually seen at race meets attended the above tournament, held at Narragansett Park, on Tuesday, September 20. The management of the meet was excellent and the staff of field officers deserve credit for their prompt and effective work.

The races were hotly contested, and the presence of Rowe, Whittaker and other fast professionals and amateurs made the meet additionally interesting. Rowe and Whittaker made a great race in the quarter mile, run in heats.

The officers of the day were: C. F. Gladding, Warren, R. I., Clerk of Course; N. H. Gibbs, Providence, Assistant Clerk; Arthur Howland, East Greenwich, Assistant Clerk; Referee; Sanford Lawton, of the Racing Board L. A. W.; Judges, Chief Consul J. A. Chase and Representative Charles S. Davol, of the R. I. Division, and Representative T. E. Bell, of North Attleboro', of the Massachusetts Division; Starter, Howard L. Perkins; Scorers, Dr. W. H. Emory, of Roxbury, Captain Fred. Gordon, and Fred. Northup, of the Columbia Bi. Club, North Attleboro'; Timers, F. W. Way, of Lowell, Charles Randolph and Earl Potter, of this city. The arrangements for and general supervision of the meet were in the hands of the Racing Board of the Division, Messrs. George R. McAuslan, Charles E. Gladding and Charles H. Howland.

The events were started shortly after 1:30 o'clock P. M., and from that hour until 3:30 o'clock the races were run off in quick succession. The track was in only fair condition, and there was a pretty strong wind blowing into the teeth of the racers down the back stretch, which, however, sent the men home swiftly. The grand stand was packed with people, many more, in fact, than are usually attracted to a racing exhibition, and the large gathering remained seated until the last race was finished.

The summary of the several events is given below:

ONE-QUARTER MILE PROFESSIONAL (three heats). First heat, first prize \$15; second prize \$7. Starters, W. A. Rowe, Lynn; S. P. Hollingsworth, Indianapolis; S. G. Whittaker, Chicago, Ill. This was a flyer, Rowe winning easily; Whittaker second. Time, 36 seconds.

ONE MILE NOVICE.—Prizes: first, watch chain; second, silver-mounted cane; third, embossed cigarette case. Starters, W. C. Miller, East Greenwich, R. I., C. H. Weld, East Greenwich, R. I., H. E. Allen, Warren, R. I., Arthur Beauchene, Warren, R. I., Wm. A. Bourne, Warren, R. I., G. P. Hutchins, Providence, A. M. Lithgoe, Providence, W. C. Campbell, Providence. This was a "race for blood," and Hutchins, who is a tall young rider of great promise, had a walkover, and made the splendid time of 3:12, the fastest of any of the amateur races. Allen was second and Weld third.

The third event, a tandem race, brought but one team to the tape, Buffum and Plummer of Newport, the two other entries failing to come to time. They went around the track in 3:47 and took home the prizes, a silk umbrella apiece.

ONE MILE OPEN.—Prizes: first, alligator traveling bag; second, gold scarf pin. Starters, F. B. Brigham, North Attleboro', Mass.; P. J. Berlo, Boston, Mass. H. L. Caldwell, Cambridgeport, Mass. The race was closely contested and was won by Berlo, Caldwell second. The race was the young Cambridgeport rider's to the finish, but he relaxed just before reaching the tape, and Berlo, who was hugging to him, spurred and jumped across the tape ahead. Time 3:25.

The second heat of the quarter-mile professional dash was then run, and was won by Rowe in the same time as the first heat, Whittaker also winning second place by a foot.

ONE MILE, R. I. DIVISION CHAMPIONSHIP.—Prizes: first, gold championship medal; second, traveling bag. Starters, H. G. Wilks, Newport, R. I.; Thos. Lakey, Providence, R. I.; F. A. Bliss, Warren, R. I. Bliss splendidly won what was an earnest contest, Lakey coming in second. Time, 3:18.

ONE MILE PROFESSIONAL HANDICAP.—Prizes: first, \$20; second, \$10; third, \$5. Starters, W. A. Rowe, Lynn, (scratch); S. P. Hollingsworth, Indianapolis, (135 yards); S. G. Whittaker, Chicago, (60 yards); A. A. McCurdy, Lynn, (110 yards). This was the race of chief interest and Rowe won it splendidly. He did not hurry to make up his handicaps, but after passing the quarter pole he began to forge ahead. Whittaker overtook and passed McCurdy and then he went by Hollingsworth. Then Rowe passed all three of them and came down the homestretch with a big lead and looking over his shoulder to see what the next man to him was doing, and with cheers greeting him along the line. They finished: Rowe, Whittaker, Hollingsworth, McCurdy. Time 2:52. Rowe has a record of 2:39 on this track, but the track was in better condition at that time.

TWO MILE OPEN.—Prizes: first, diamond scarf pin; second, watch charm. Starters—F. B. Brigham, North Attleboro', Mass.; P. J. Berlo, South Boston, Mass.; H. L. Caldwell, Cambridgeport, Mass. This was a pretty race, although the men did not hurry themselves on the first mile. Caldwell won and Berlo was second. Time, 7:41 1-4.

NINTH EVENT.—One mile Star race. Prizes: first, silver medal; second, pair sleeve buttons. Starters—H. A. Potter, Thomas Lahey, F. W. Bugbee and O. F. Darling, all of Providence. Lahey won and Bugbee was second. Time, 3:30.

THREE MILE PROFESSIONAL LAP RACE.—Prizes: first, \$25; second, \$12; third \$6. Starters—Rowe, Hollingsworth, Whittaker, McCurdy. Rowe won every lap with spirited finishes. Whittaker came in second on the first and third laps, and McCurdy won that position on the second lap in handsome style. Hollingsworth won third position on the first and last lap, and Whittaker took it on the second lap. Rowe took first prize, Whittaker second and Hollingsworth and McCurdy divided the third money. Time, 11:04 3-4.

FIXTURES.

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

September 29.—Allegheny Wheel Club Tournament at Pittsburg.

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

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

Oct. 1.—Poughkeepsie, N. Y. Race Meet.

October 4, 5.—Races at Woodstock, Va.

October 6.—Boston, Chicago Road-Race.

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

October 8.—East Road Club's Road Race.

October 6-9.—Ladies' Tour to the North Shore. W. W. Stall, 509 Tremont st., Boston.

CONCERNING LAMPS.

Dear WHEEL:

When I found your proofreader last week making "recreation" out of your second name (which is very much like making fun of you), making me "degress" into telling a story and then spoiling half my jokes, I determined to write no more travels but to stick to science; and as I find some erroneous notions among bicycle men in reference to bicycle lamps, I propose to tell what I know about them.

In the first place, all lamps will, under certain circumstances, go out; and in the second place, it is generally the fault of the rider if they do. For, starting from the well-known proposition that the light of a flame is due entirely to the rapid motions of the unconsumed particles of carbon floating upward, it is evident that the fuel of every flame must be at the time in the state of gas; or in other words, that the oil of a lamp must evaporate before it burns; and this brings us at once to the most important point: "What controls the rate of evaporation or the height of the flame?"

We turn up our wick, exposing a given amount of surface to the air and, lighting the lamp, we get a flame of given size. Exposing more wick, we get a greater flame; exposing less, a smaller. But if we start with an ordinary height of flame we probably find the lamp smoking within five minutes, and soon discover that the warmer the lamp the more oil evaporates in a given time from a given amount of wick, and a brief consideration of this reveals the cause of half our lamp extinguishments. When the wheel is at rest the lamp gets very hot, burns high, and to prevent smoking the wick is turned low; but when we start the lamp is cooled by its motion through the air, less oil evaporates, the flame burns low, and at the first rough place goes out. Hence the first rule for the preservation of a good light is:—keep the wick high when in motion, low when at rest.

Then in the next place, it is generally believed among wheelmen that in jolting over a rough road the light goes out because the wick suddenly jumps away from the flame, or from the gas that forms it, and that if some way could be devised to keep them together all would be well. But in fact a bicycle lamp goes out for the same reason that a candle goes out when you blow it—and for no other, viz., that the vapor must be at a certain temperature to burn, and by blowing on it you so cool it that it cannot remain ignited. If then the lamp flame were not "blown upon" so much it would remain lighted, and the obvious remedy in our lamps is to cut off the direct draught that now enters below the flame and passes out above it, by causing the entering air to come in above the flame at the sides and to pass out above it at the top. It is nothing but the rush of cold air that puts out the light, and if any one doubts it let him try to put out a Chinese lantern by any such shaking as puts out a bicycle lamp, and when he has tried and failed let him cut some holes in the bottom and try again and succeed.

And lastly, why will a man take so much pains and pay so much money to get a wheel five or six pounds lighter than somebody else's wheel and then go and put a three pound lamp in the hub, and in general clamp it so tightly that he makes of his lamp a continuous brake—only applied at the axle and not at the rim. He would go with far more ease if he added ten pounds to his wheel and took a light frictionless lamp.

I am making some experiments in the matter of the draught and the oil for bicycle lamps, which I shall hope to report in the near future.

Yours truly, C. H. K.

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

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

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

BICYCLING IN THE SOUTH.

Mr. Alexander R. Schaap, Richmond agent of the Pope Manufacturing Company, is in Boston on a business trip. He started with Mr. A. G. Long, one of the speediest of Virginia riders on "bikes," but the roads through the mountains were so bad, and their time so limited, that they were compelled to take a train. Mr. Schaap does not speak very encouragingly of the prospects of bicycling in the South. In an interview he said: "Bicycling in the South as yet is considered in the light of an athletic sport. It has not been taken hold of there as it has in the North, as a healthful, invigorating and pleasurable pastime. In fact it is looked upon more as hard work. The lively, rosy-cheeked, and healthy young men of the upper class in the North do not find their counterpart south of Mason and Dixon's line. There "the boys" are inclined to be languid and lazy, much preferring to enjoy a quiet siesta in a hammock on a wide piazza than to jump on a wheel and spin off for a day's sight-seeing and journeying. Why, there are young men who consider it 'daylish hard work' to drive a horse, and often come home very much wearied from the exertion of an afternoon's riding. Then the wealthy people of the South are inclined to look on the bicycle more as child's play than anything else. Of course, we have some live and energetic men down there who want to learn to ride, but the climate is conducive to indolence, and they do not take hold very energetically. Many are constituted somewhat as I am. I will go to my store after paying a short visit up North, and will wonder why it can't be conducted in as lively and business-like fashion as are the stores of Northern dealers. For perhaps ten days I will make things hustle lively, and then I get into the old ruts again somehow; I don't know what it is, but my energy doesn't last very long. It is very similar with bicycling, and for that reason the sport will never come to the general practical use which it has reached in the North, although, of course, there will in time be a vast improvement in the trade.

"The roads in the South are hardly up to the average of those in the North. There are few places which can compare with the Virginian mountains for beautiful and picturesque scenery, and there are thousands of sightseers who visit them annually. There are spots among them which would be a perfect paradise for bicycle riders if it was not so difficult to reach them. Directly outside Richmond the roads are very sandy, and as one gets farther into the mountains they become more rocky so that you can see that it is really not pleasurable labor for a bicycle rider to get there. During the past Summer two new routes of travel have been opened to the public, both hard, macadamized roads, and from them I anticipate an increase in bicycling interests. One is eight miles long, and runs to the suburbs, and the other is four miles in length, and connects Richmond with the United States national cemetery. As Richmond grows larger, suburbs will be developed, and then more bicycles will be used. As it is now, of 45,000 white inhabitants and 35,000 colored individuals in the city there are not more than 200 bicycles in use, and those are ridden principally by athletes. Of course, some clerks and business men use the wheels, but not as a general thing.

The color line is most rigidly drawn in the bicycle trade down South. As is natural, colored persons attempt to copy the sports and diversions of the white people as much as possible, and the latter greatly object to it. Why, it would be as much as my trade is worth to sell many colored men bicycles; in fact, it would stop the sale of bicycles almost entirely among the white class. In a number of cases I have had chances to sell wheels to colored individuals, but I have always managed to invent some excuse whereby I got them away from the idea of buying them.

"The bicycle trade in the South is in its infancy. It must be nurtured just as a child should. It is hardly natural for the Southerners to take to such sport and pleasure as bicycle riding is, and it will be some time before it will take a firm root among them, if it ever does. I am in hopes, however, that the press there will take hold of the matter, fully discuss the advantages of riding, its healthfulness and invigorating qualities, and by that means, when we do have some improvement in the roads, the young men and young women will actively begin the use of machines and give bicycling and tricycling the position it should occupy as the most graceful, healthful and pleasurable pastime of the United States.—*Boston Herald.*

BROOKLYN NOTES.

Our friend, The Editor, struck the key note to the situation in Brooklyn, in commenting editorially in a late issue on the Coney Island Boulevard. Since the earliest days of cycledom, Coney Island has been the objective point of Brooklyn riders bent on short touring without the confines of the city, and it is also a deplorable fact that the average condition of this highway dedicated to the convenience and enjoyment of the public has yearly deteriorated. The change from an exhilarating spin to the "Island" to a hard pull through eleven miles of sticky road-bed may have been gradual, but it is not the less real, and the situation is becoming desperately discouraging to those interested in the development of Brooklyn's wheeling. Development means drawing from the list of non-riders, and to secure additions from this source we must offer attractions. What more fascinating to the novice than a short trip with a lively crowd of club men, as he joins in their pleasures and irresistibly absorbs the feelings of exhilaration which possess all. Be the ride over our Boulevard, however, work for the veteran, it becomes a positive struggle with him, and if he return with the traditional feelings of an enthusiasm for the sport, it isn't because the Park Commissioners have catered to the confidence of the public at large.

The time has come for us to attempt the establishment of a road to Coney Island, suitable for wheelmen. The main objection to a cinder side-path is that it would not be large enough to accommodate tricycles and bicycles, fast riders and slow riders, especially as its procurement would greatly increase the volume of cycle travel. On either side of the main roadway is a smaller road, about 30 feet wide. At present these two roads are used very little, and the macadamizing of one of them would make a magnificent highway to the ocean. Were it possible through any circumstances to accomplish this, the fact that horsemen, even now, are not too kindly disposed toward us, and that they naturally prefer the broader road, would guarantee us almost its exclusive use. And that without compromising our general road rights. This seems to be the most plausible remedy for this existing menace to our healthy growth, but undoubtedly different plans would spring up if the wheelmen of Brooklyn can be aroused to a realizing sense of the necessity for action of some kind. It would mean work, but if we pulled together success might be scored.

Interest in the next road race is already awakening. It will be run, as usual, on Election Day, and the K. C. W. have again named the Irvington-Milburn course. Despite the attacks, direct and indirect, against the Association, it sails along the even tenor of its way, providing twice each year one of the pleasantest and most exciting races to be witnessed. In thus carrying out its purpose, it not only provides a pleasant day's outing to hundreds of wheelmen, but brings them together in a social way, such as definite plans to that end could never accomplish. The arrangements for the coming event will give the officials an opportunity to cope with the crowd, and prevent a repetition of the blocking of the highway by the anxious friends of the contestants assembled at the finish. The interest manifested by those living along and near the course in these recurring struggles, is a pleasing indication that the Association has the good will of those who would be the first to suffer from its acts.

ALERT.

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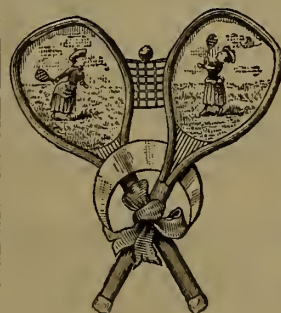
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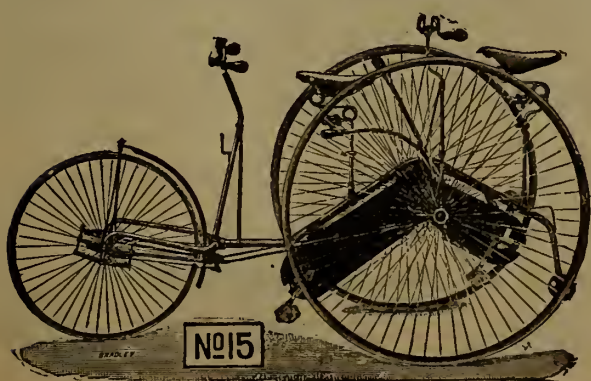
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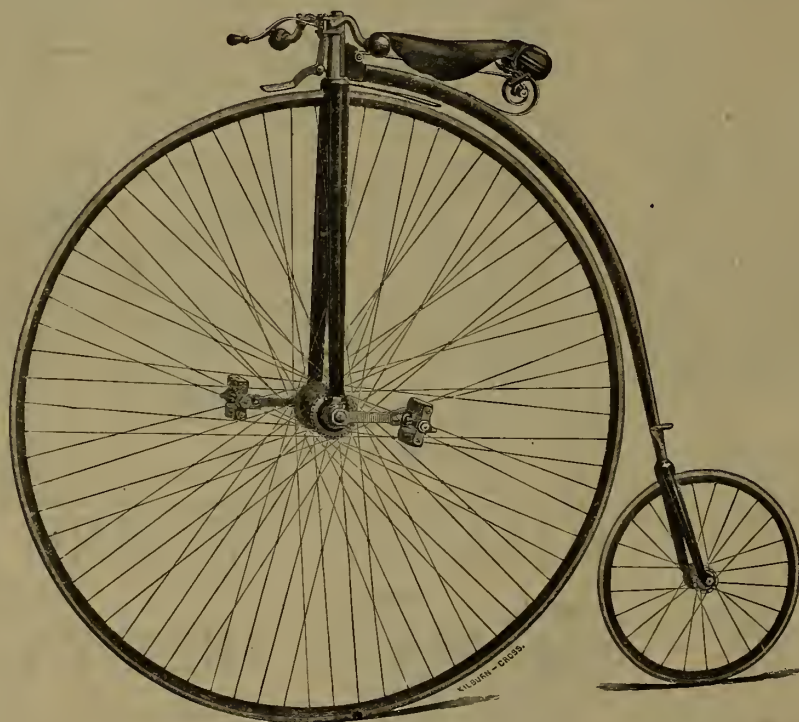
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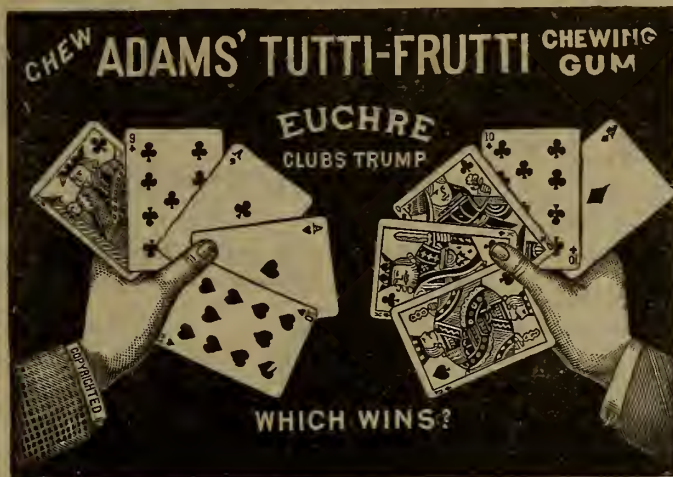
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Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedge edge, is small and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



BICYCLE KNEE TIGHTS.

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

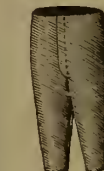


TRUNKS

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

JERSEY-FITTING KNEE PANTS.

Buttoned in front, same as Pantaloon, without Certain Objections.



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

LADIES' JERSEY-FITTING TRICYCLE PANTS.

A NEW THING.

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

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

REPAIRING QUICKLY DONE.

My workmen are skillful, and
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DIFFICULT REPAIRS.

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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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WHEELMEN'S RENDEZVOUS.

PROSPECT PARK HOTEL,

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** REFRESHMENTS OF ALL KINDS. **

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PERFUMES AND TAKE NO OTHER.
Wenck's Opera Bouquet is the latest.

Pat. March 2, 1893.



Reg. May 1, 1895.

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SEAMLESS SHOES.

SPECIALTIES:

Running, Walking, Bicycle

Lawn Tennis, Foot Ball

and Base Ball Shoes.

339 Court Street, Brooklyn, N. Y.

The lightest and strongest Road Bicycle Shoe made.
Average weight 10 to 12 oz.

Bicycle Racing Shoe for Cat-trap pedal, 5 to 7 oz.
pair.

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

ANDREW GRAFF, 339 Court St., Brooklyn, L. I.
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. RICE

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

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HATTERS,

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E. R. STOCKWELL,

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MANUFACTURER OF

Bicycle and Athletic Badges
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IN SILVER AND GOLD,

At Satisfactory Prices.

Sporting Goods.

AGENCY FOR A. J. REACH & CO.'S

CELEBRATED

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.

Rose Supporters,
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Tire Tape,
Lubricating Oil,
Star Foot Rest,
Luggage Carriers (any wheel),
Caps,
Club Uniforms made to
order.

In fact anything and everything in the Cycling line.

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HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.

FOR WHEELMEN

FOR SALE BY

GEORGE CLEMENT,

33 East 22d Street, New York.

KEEP THIS FOR REFERENCE.

Zylonite Collars and Cuffs

are as ECONOMICAL and DESIRABLE as represented, can always
obtain the same.

FREE OF POSTAGE,

by addressing GEORGE CLEMENT & CO., 33 East 22d Street, New
York, at the following prices:

Gents' Collars, 20c. 6 for	\$1.10—\$2.00 Doz.
" Cuffs, 40c. 6 "	2.20—4.00 "
Ladies' Collars, 15c. 6 "	.85—1.50 "
" Cuffs, 30c. 6 "	1.70—3.00 "

REMIT BY POSTAL ORDER.

For half a century this country has been trying to invent collars
and cuffs that would be an improvement on linen. It is accomplished
at last. Zylonite collars and cuffs are superseding linen, because they
are better and will last for months, and will always look clean.



THE NEW MAIL.

NASHVILLE, TENN., July 28, 1887.

MESSRS. WILLIAM READ & SONS, BOSTON, MASS. :

GENTLEMEN—I mailed you an afternoon paper, to-day, announcing our return from the Canada tour. Thinking you would be interested in our trip prompts me to write this letter. We left here July 4th, and I wheeled the entire distance from here to Niagara Falls and into Canada. Went by Louisville, Frankfort, Georgetown, Ky., Cincinnati, Hamilton, Dayton, Marion, Cleveland, O., Erie, Pa., Buffalo, N. Y., to Falls. Entire distance by Butcher Cyclometer, 862 $\frac{1}{4}$ miles. Also rode 183 miles on the New Mail before, making 1,045 miles. You must know we had some terribly rough roads on our trip; over 100 miles rough dirt road in Northern Ohio, rough, old worn-out pikes in Kentucky, plank roads, sand roads, tow paths, water-washed side paths, ruddy, hard dried clay roads; in fact, every kind of road you could call for.

The New Mail cost me exactly five cents for one quart of benzine for cleaning. We had a little over twelve riding days, making over 70 miles average. Entire time to Falls, nineteen and one-half days; stopping in all large cities. The Ball Head worked perfectly, and I consider it the greatest improvement.

Yours truly,

ED. D. FISHER.

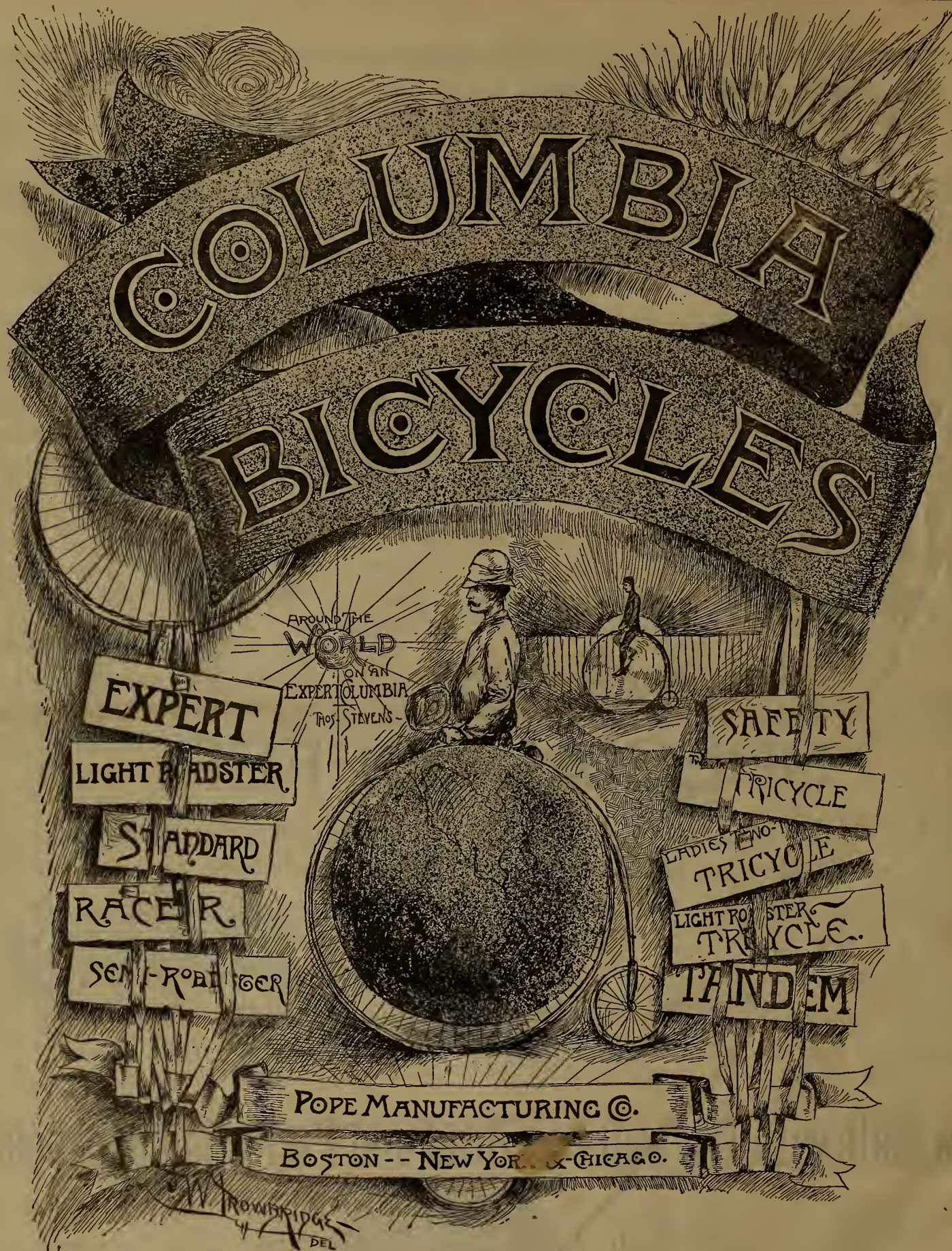
SPECIAL OFFER.

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

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

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

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



L LEWELLYN H. JOHNSON HAS IN STOCK

A FULL LINE OF 1887 BEESTON HUMBERS!

Humber Bicycles! Humber Crippers! Humber Safeties! Humber Tandems! Humber Cripper Tandems!

Call or send for Catalogue

401 MAIN STREET, ORANGE, N. J.