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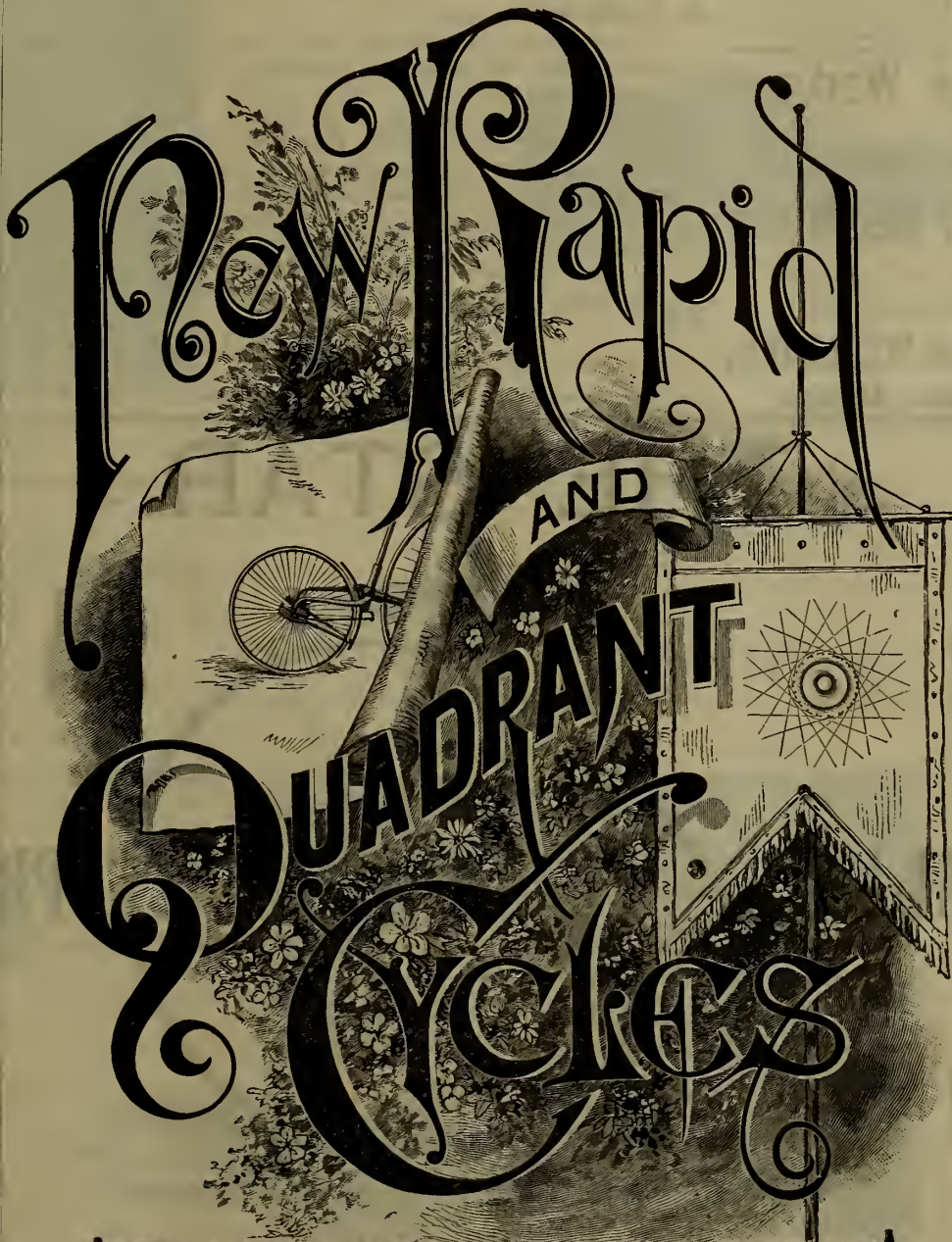
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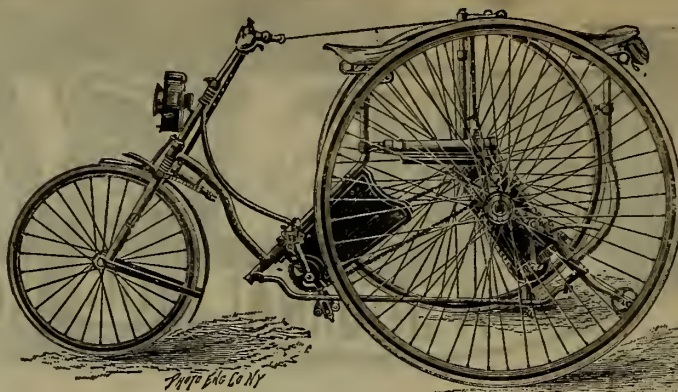
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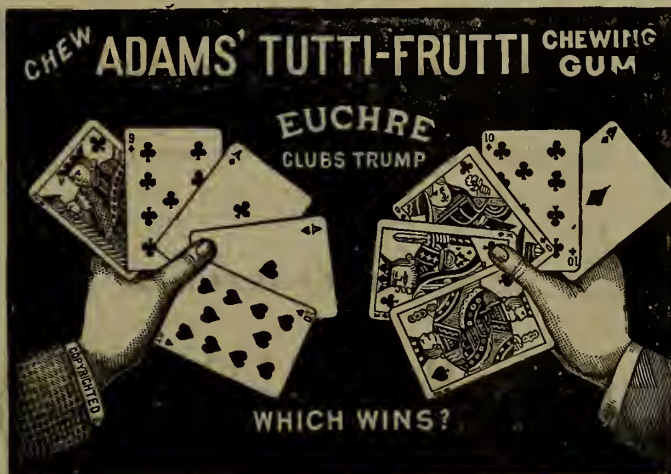
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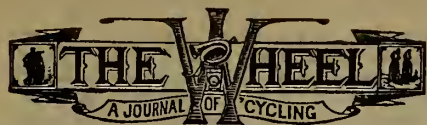
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EDITORIAL NOTES.

In another column we record the death of the Hon. Keith-Falconer, an obituary of whom we republish from the *Cyclist*. We desired to pay tribute to this good man, who was a credit to the racing path, and who was a type of racing man, which, alas, is infrequently met with. We also desired to impress our readers with the truth of a doctrine which has many times engaged our pen, and which we shall not cease to inculcate, viz.: the great danger which attends racing, when engaged in an untrained condition, or at too early an age, or by men not physically fitted to race. Falconer and Cortis both died of heart trouble; but there are others not so well-known to fame as these, who can trace heart affections to injudicious competition. There are men who are not equipped by nature to race, yet the petty and ephemeral glory of the racing path tempts them on far beyond the limits of prudence. At this time of the year wheelmen are prone to rush upon the path entirely unprepared to withstand the effects of a race, just to see what they "can do." Before entering on a racing career a man should be thoroughly examined by a reputable physician, or if he can afford it, by a heart specialist, as this is the most vulnerable point. If he neglects to do this, the first premonition of danger—fainting after a race, excessive palpitation, etc.—should warn him to desist from racing. Too much cannot be said on this theme, and we think it is the duty of cycling editors to point out the danger to their constituencies.

At the St. Louis meet, perhaps the most important move made was the creation of a committee to reorganize the legislative system of the League. We hail this step with joy, as a recognition of an idea that we have battered at for two years, and as a hope that at an early day the League may be made to do the work, and fill the need for which it was created. The committee will consist of the Chairmen of the four Committees, the members of which have been selected, but whose names have not yet been made public, through some inscrutable and unwritten code, which provides that nothing Leaguel shall first appear, except in the columns of the official organ.

This Reorganization Committee will report at the January meeting of the Board of Officers. Meanwhile, it is the duty of League members, including the "growlers," and the "kickers," to advance suggestions. There are many capable men in the League whose ideas on government would doubtless be worthy the attention of the Committee. At the present time, the changes that suggest themselves to us are the abolishment of the general meeting, a new system of election of President—possibly by mail vote, cast by the members at large, or at an annual meeting of Chief Consuls, acting on instructions of the Representatives of their states—and the awarding of more money to Divisions. The building of roads, from actual, educational and legislative standpoints, and anything necessary for the safety, information and comfort of its members should be the greatest care of the League, and it is to the things that will secure these, that the best energy and the most money of the League should be directed. One problem which the Committee cannot fail to deal with is the question of the League organ, of which we shall say nothing, as many of our readers will doubtless think we cannot sink the feeling of the "rival publisher," and talk from a purely and private League membership point of view. Any suggestions that may be sent to us will be gladly published, and copies will be placed in the hands of each member of the Committee. All this on the principle that two heads are better than one, and four hundred better than four.

The Governor will give a hearing on the Rights and Privileges Bill on June 14th, at four o'clock. One hour will be allowed both sides for discussion. Several eloquent New Yorkers will go to Albany and argue for the bill. Mr. Pratt, of Boston, will also be on hand, and will present some legal data of a somewhat staggering nature. The opposition will be determined and at this time it is impossible to predict the fate of the bill. It is simply a question as to whether the Governor will be influenced by facts, backed by justice, or by the wealth, position and political value of the bill's opponents.

Speaking of the bill, it is proper that we should pay tribute to Mr. Henry George, for his emphatic endorsement of the bill. Mr. George writes to a prominent wheelman, that he is heartily in accord with the effort of the wheelmen to obtain their rights, and the support of so prominent and intelligent a champion of "light, liberty and law" cannot fail to be of benefit.

We are informed that the Roseville Athletic Association expended twelve thousand dollars on its track and grounds. Yet the month of June, lovely June, is allowed to pass without a single race-meet being held. We are informed that several clubs would be only too glad to support a meet, yet none feels able to run one. The Inter-Club contest proved that wheelmen are but too anxious for an excuse for a Saturday afternoon outing, and we trust some of the Orange clubs will hold a combined meet, and reap much shekels and glory.

AN AMERICAN ABROAD.

IN ENGLAND.

It was my good fortune to be able to make the pilgrimage to Stratford-on-Avon by wheel; and it was my better fortune to have the genial companionship of Mr. Henry Sturmev on that long-to-be-remembered run over the charming roads of Warwickshire. Nor shall I forget our quiet dinner (supper) in the ancient Shakespeare Hotel, at its close: the beefsteak, an inch and a half thick, which the jolly girl attendant assured us, with a decided toss of the head, was NOT American beef; or the English ale, and the glorious cheese and hard biscuit which always end an English dinner. I slept in the King Lear room, nor dreamed of Cordelia, though I did wake very early in the morning with thoughts of "sweet Anne Hathaway," whose humble cottage is still standing in the little hamlet of Shottery, scarce a mile distant. I was glad to visit her quaint, thatched cottage in the merry month of May, and though I went by the road, a-wheel, a mile and a half around, I could easily imagine the short cut across the fields to Stratford, traversed three hundred years past by the poet-lover, when he would a-wooing go. I was glad it was the joyous Springtime, for the buttercups and the forget-me-nots were all in

bloom, and somehow I could not help thinking of the poets' words:

"And winking Mary buds begin

To ope their golden eyes

With everything that pretty bin."

An hour later I recalled the last act of the drama, when I stood by the chancel in the quiet church where the poet and his wife are laid to rest,—with in a stone's throw of the placid Avon.

From Stratford to Warwick is about eight miles. Here is to be seen the old Baronial Castle of Warwick, one of the very few in England, by the way, still occupied. I did not visit the venerable pile, but the evening previous, when passing through the town, Mr. S. enabled me to view the exterior from several picturesque standpoints. Five miles beyond Warwick is Kenilworth, and near by stands the ruins of Kenilworth Castle. I had forgotten Anne Hathaway now, and as I rambled amid the desolation of crumbling stone walls, and broken arches—for which Cromwell was responsible—I could not banish from mind the name of Amy Robsart. They showed me her picture at the gate (Lord Leicester was no fool) taken from a very old painting they told me;

"Which, by the way,

It may be true or false;"

however, I bought it—cheap at a shilling—and carried it away as a souvenir.

"But what of English roads?"

To speak, comparatively, the roads over which I travelled in Warwickshire are no better than the finest of the roads on the Cape Ann tour, in Eastern Massachusetts, when taken at their best, which is saying much. From observations here and in other portions of England, on the rail, I judge that the highways are better graded than in this country, though, sometimes the grades seemed almost interminable; the roads are more regularly laid out and are kept in more uniformly good order; the roadsides are cleaner and more sightly, and the country on either side, with its green fields, its parks, or well kept farms more pleasing to the view; then, being a damper climate, the surfaces are more free from dust in the heated term, and remain in better condition. Hedges abound, and there are often broad, smooth side paths, raised a little above the level of the road, and sometimes wide enough for two tricycles abreast—were path-riding allowed. How such paths would be used (and abused) at home by some of "the boys!"

From Kenilworth to Coventry is another picturequely beautiful stretch of five miles, the road for a portion of this distance being bordered by magnificent avenues of trees, giving it, in places, the appearance of a roadway through a grand old forest.

To describe my visit to Coventry in detail, would be to narrate much with which every wheelman is more or less familiar. But there is something else in Coventry besides the manufacture of cycles, vast as this industry has grown to be. Had that much criticised, yet thoroughly artistic feminine figure upon a bicycle, in the League meet programme, first appeared in Coventry, the mind would naturally have reverted to that lovely woman, who, ages ago, to remove a cruel tax, rode through the streets of Coventry, clad only in her own beautiful flowing tresses. If Lady Godiva were to do it in our own age, it is more than likely that the journey would be made a-wheel, to save time, so the picture is not so far off after all.

The town is full of historic associations. It contains many quaint old buildings, and much that would charm the general tourist. Had I not met the younger Mr. Iliffe, who made my brief stay most enjoyable, I fear I should have seen far less, and had fewer pleasant recollections to bring away with me. An old printer and typo,—for I have stood at the case—not the least enjoyable episode of my visit was a run through the cycling printing house of "Iliffe & Son," a familiar name to every wheelman, where I found much to interest me, and where artistic work was the rule and not the exception.

I was glad, too, to meet the head of the well known firm of Singer & Co., and to have the pleasure of the round of their big establishment, employing, as it does, some four hundred hands. I think I never before saw so many safety bicycles together, and in all stages of manufacture, though the "ordinaries" and tricycles were expected, as a matter of course. If a statement that I read the other day in an American wheel paper is true, that only about five per cent of riders prefer safeties of the various forms, I very much fear some of the Coventry people will be badly "stuck" this season, to use newsboy slang. But the fact is, the demand

for the new type of the safety—that with equal wheels, of which the Apollo, Bicycleette, Rover, Psycho, and others are examples—already strong—seems to be rapidly increasing. I saw scores of them in England and on the continent; and even at the International race meet in Munich among safeties, the type under consideration predominated, so, in all probability, the Singer company know what they are doing.

I was sorry not to have had time to visit the Rudge works, for so I had intended, as well as the other prominent concerns, for I would have enjoyed seeing the various makes in process of manufacture, and thereby have been enabled to bring away much useful information.

I passed a very pleasant half hour with the editors of *Wheeling*, and was fortunate, as to time, in being able to attend a race meet at the Alexandra Palace Grounds, where I met many of the prominent lights of British cycling. I had a pleasant chat with Lacy Hillier, who, all differences of opinion as to American records aside, is a "jolly good fellow." At this meet I also talked with Morgan, and the other members of the American Team, and was glad to hear that they have been well received everywhere, and to know that they are enjoying themselves. Woodside never looked better on his wheel, and he had many admirers in the crowd which thronged the enclosure at the finish line. Ralph Temple took the company by storm with his trick riding, the one wheel act bringing the cheers lustily as it always does.

I missed the run to Ripley, and a dinner at the Anchor, for which London weather was responsible. But perhaps it will prove all the more enjoyable at some future time, for I am not done with English roads by any means. Nothing but a two months tour will satisfy me. Until that time I must close my fragmentary and perhaps not altogether interesting account of the doings of an American Abroad, as the next run will be across the Atlantic.

CHARLES RICHARDS DODGE.

NEW YORK CLUB'S MAY MILEAGE.

The New York Club is more active this year than ever before. Its mileage for May, 4,216 miles, will compare favorably with that of other clubs, and we congratulate the old club on its activity. The May mileage and the total mileage to date of some of the strongest riders is as follows:

F. M. Daniels.....	514—879
Jos. M. McFadden.....	359—556
J. H. Hanson.....	345—629
J. O. Jimenis.....	340—494
F. W. Kitching.....	279—492
E. J. Shriver.....	260—396
G. S. Daniels.....	243—378
E. M. English.....	226—386
A. L. Paynter.....	207—363
A. J. Patterson.....	202—339
Club Mileage to date.....	6919

LONG ISLAND WHEELMEN.

MOONLIGHT EXCURSION—SOCIAL EVENTS.

On Wednesday, June 8th, occurred the first moonlight excursion up the Hudson of the Long Island Wheelmen on the steamer John Lenox. Music, dancing, refreshments and a good time.

This is somewhat in the nature of a celebration, for on Tuesday, the 7th inst., the club passed the one hundred line and now counts well along in the "three figures"—all active members and riders, and no "associate" or "veteran" list. As an evidence of the strong growth of the L. I. W. fifteen applications for membership were posted on the bulletin board last month for action at the first meeting in June.

The moonlight excursion is under the direction of the Entertainment Committee, who demonstrated their efficiency on the occasion of the thoroughly enjoyable "Smoker" lately given at the club rooms, when music, recitation, long cut Virginia and longer pipes soothed, amused and entertained a hundred or more members and friends. The Entertainment Committee announces another "Smoker" in the near future and are hard at work on an inviting list of receptions, "stag rackets" and all sorts of novel and attractive features for the in-door and social side of the wheelmen's club life when the new club house is in shape for occupancy.

Great preparations are being made for the grand "house warming parade" some time next month.

FOSSIL.

A NEW CLUB FOR ST. LOUIS.

That there is to be a new bicycle club in St. Louis was pretty well settled by the large number of ex-Ramblers and unattached that gathered at the Lindell Hotel Thursday evening in response to postals sent out by George E. Tivy, President of the St. Louis Nickel-plate Works. Among the thirty-two present were ex-Ramblers Greenwood, Tivy, Wylie, Sanders, John Miltenberger, Harry Gordon, Westlake, Jordan, Belden and George H. Lucas, John Cantwell, Wm. La Chance and Fred Brooks. C. H. Belden was elected Chairman and Walter Wylie Secretary. It was almost unanimously decided to make the new organization a League club. The opinions of the meeting were simply informal, the decision being to postpone formal organization till next week. The question of a name was thoroughly discussed. Mound City, St. Louis, Eclipse and Wanderers were those most favorably considered, but the whole subject was referred to a committee on name consisting of Sanders, Wylie and Tivy. Sanders, Wylie and Lucas were also appointed a committee on constitution and by-laws. Those present signed the roll, but Tivy says that fully fifty have signified their intention of becoming members. He also declares there will be nothing slow about the new club, that it will be a road-riding institution, and that there will be few social features about it. The first run of the fledgeling will be to-morrow to Creve Cœur Lake. The members are certain of one thing, that the sentiment of the meeting was against strengthening the current impression that it was any person's club. It is going to be run for the benefit of all.

THE ROXBURY, MASS., CLUB.

Captain J. S. Lowell, of the Roxbury, Mass., Bicycle Club, has called the following runs for June, to which unattached wheelmen are invited:

Sunday, June 5, to Middlesex Falls, starting at ten A. M.
Wednesday, June 8, moonlight run to Chestnut Hill reservoir, at 7:30 P. M.
Sunday, June 12, to Lexington, at ten A. M.
Sunday, June 26, to Framingham, at nine A. M., starting from corner Westland avenue and West Chester park.

Sunday, June 19, to Nantasket beach, starting at 9:30 A. M. from corner Walnut avenue and Warren street.

At the regular monthly meeting of the club, held on last Friday night, three new members were admitted, and H. B. Goodrich was elected bugler. President Emery gave an interesting account of the League meet at St. Louis, to which he was a delegate. Several of the members have received their new League uniforms from Wanamaker.

UNION COUNTY WHEELMEN.

The team averaged 1m. 47s.

The U. C. W. had the honor of being first team to get all their men over the line first, which speaks well as *this was their first race*. All the U. C. W. rode crank wheels,—three Rudge, two light and one Columbia light roadsters.

Burnet gained eleven points and rode the fastest last five miles of the team. Farrington gained seven points. Pierson gained six points and rode the fastest five miles of the team. Moore lost only two points, although at twenty-one miles he took a bad header, spraining his wrist and cutting both knees severely. With the assistance of two men he was placed on the saddle and pluckily finished. He is unable to ride at present.

Farrington surprised all his friends by his excellent showing, this being his first bicycle race of any kind.

Pierson and Burnet as usual did well and eclipsed all the previous records. The club house will be finished this week.

EASTERN ROAD CLUB RACES.

The first road-race of the Eastern Road Club will be held on Saturday, June 11. The club was formed a couple of months since for the purpose of giving a series of inter-club races. A majority of the leading cycling clubs in Massachusetts are members of the organization, and will be represented in its races. Medals will be awarded the winners of each race, and in addition there will be offered a challenge cup, which must be won three times before it becomes an individual property.

The race on Saturday will be for a distance of twenty-five miles. The clubs which will probably enter teams are: the Boston, Somerville, Dorchester, Newton, Suffolk, and Massachusetts.

The start will be at 3:30 o'clock, and the course will be as follows: Starting at the corner of River and Washington streets, Dorchester; down River street to Hyde Park, direct to Dedham; Dedham avenue, right, to Webster street, left, to Highland avenue, to Rosemary street, and return over the same course to starting point.

MONTREAL NOTES.

The last cycle paper for which I furnished "copy" was the *Cyclist and Athlete*, and as your paper, under the title of *Recreation*, is the successor of that paper, it seems natural to send you items of news from this city of the far north.

It is two years since I sent the *Cyclist and Athlete* notes from New Orleans over the same *nom de plume* as used below, so I feel slightly rusty and find it somewhat difficult to get the news together in readable shape; however, here goes.

This city has two bicycle clubs in name, but only one in fact, viz.: the Montreal Bicycle Club. This club, though maintaining a distinct organization, with a full complement of officers, is one of the associate clubs of the Montreal Amateur Athletic Association, of which you have probably all heard. This Association is composed of clubs representing almost every branch of athletics. The annual dues are but \$10.00 per year, which admits members to the privileges of all the associated clubs. Membership in any one club alone may be had for \$3.00 per year. There are almost two thousand members of the Association, and though its dues are so small, yet in the hands of its most able managers the fine club house has this year been freed from debt and there is a surplus of \$32,000 in bank.

As a stranger in Montreal I cannot but admire the apparent freedom from club jealousies there exists in the bicycle club and Association generally. The officers and committees seem to earnestly endeavor to perform their duties, and their efforts seem to be appreciated by the men.

Montreal's streets, or roads, as they are called here, are paved with so-called macadam, but I think if old John MacAdam knew what was palmed off in his name his body would turn in its grave. Instead of making the road of pure broken stone of graded size, they throw on first a coat of broken stone about the size of coarse furnace coal, and then smooth it off with yellow clay and sand, after which a steam roller is run over it. The result is that heavy rains wash out the loam, leaving the road in a lumpy condition, very like an old corn-field.

Their methods of road making here remind me strikingly of the contrast between Orange and Montclair, N. J., road making. The former uses pure macadam while the latter economizes (they think) by mixing loam with the broken stone. The county highway through Montclair is in marked contrast with the local roads, as many of your readers are aware. The latter are uneven and lumpy like those in this city.

The country roads hereabouts are very fair and we have some very nice runs Saturday afternoons. Last Tuesday evening thirty-five riders turned out and rode to the Association's very fine "Mountain Club House." These is some very good musical talent in the club so that with singing, dancing, and recitations a very pleasant evening was passed. The officers very generously treated all hands to ice cream and cake. We wheeled home by moonlight through the Mountain Park. Those who were on the "Big Four Tour" two years ago will probably remember the splendid coast through the Park.

They have a hill here with a French name called "Cote de Neiges" which has never been climbed on a wheel, and by many is declared to be unclimbable. My own opinion is that it is no worse than Eagle Rock Hill in Orange. Theo. Guadinger and E. P. Baird have offered medals to any one who will ride the hill, and the contest will take place June 14th.

There will probably be quite a delegation from here to attend the Canadian Wheelmen's Association Meet at Brantford, Ont., July 1st and 2d.

I must compliment you, Mr. Editor, upon the very newsy and readable paper you are making of THE WHEEL. It is always a welcome visitor.

MILQ.

Clarksville 100-Mile Road Race.

THE GREATEST BICYCLE RACE EVER RUN
SINCE CYCLING BEGAN.

THE RECORD:

	NAME.	MACHINE RIDDEN.	TIME.
1st.	Robert A. Neilson....	VICTOR.....	6 : 46 : 27.
2nd.	Wm. A. Rhodes.....	VICTOR.....	6 : 46 : 51.
3rd.	H. G. Crocker.....	Columbia	6 : 51 : 27.
4th.	S. Hollingsworth.....	Columbia	
5th.	S. G. Whittaker.....	Champion	
	C. W. Ashinger.....	Champion	Dropped out at 20 miles.
	Chas. Frazier.....	Star.....	Dropped out at 20 miles.
	John Brooks.....	Star.....	Dropped out at 40 miles.
	A. A. McCurdy.....	Star.....	Dropped out at 40 miles.

Two Victors entered, taking first and second places.

*Never was so much money spent in preparation for a race,
and never was so much interest shown in a wheel contest.*

Upwards of 20,000 spectators !

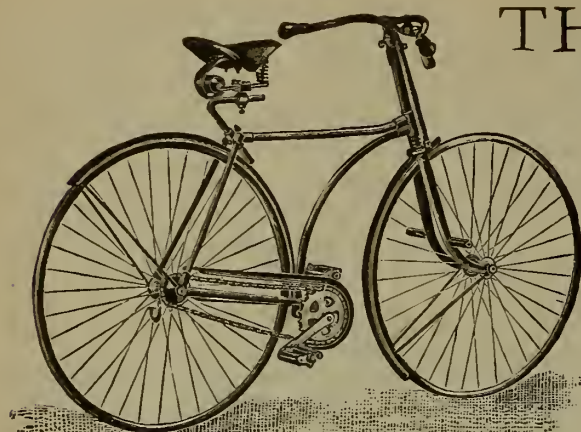
*The Victors ridden in this race never stopped and went
through without defect or attention of any kind.*

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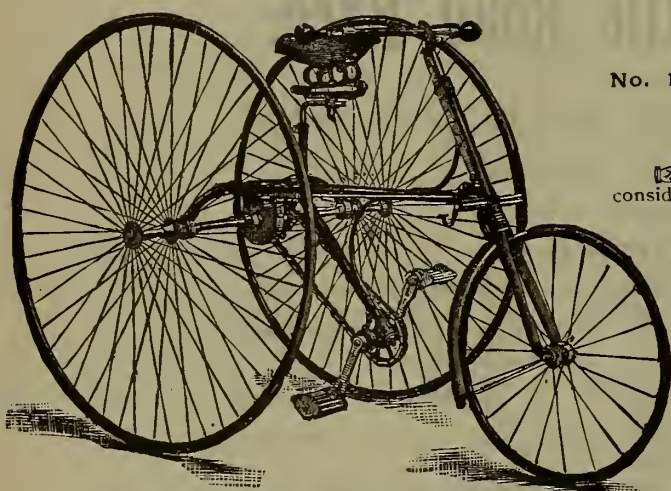


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The Challenge is a light grade roadster, at a low price, but of sterling merit, and, we claim, the best ever offered for the money. Balls to both wheels, detachable bar, spade handles. Finish enamel and nickel. Price, 50 inch, \$105.00.

Apollo Safety—Light, rigid, immense on hills, safe as a Tricycle. With balls to both wheels and ball pedals. Price, \$140.00.



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No. 1 for Gents.

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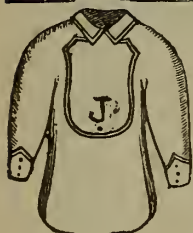
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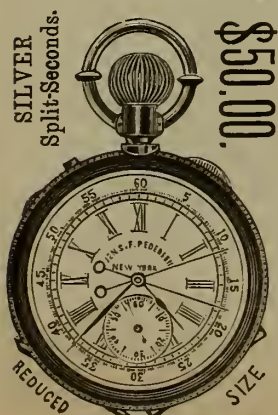
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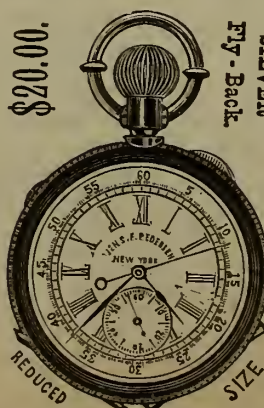
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Split-Second Stop-Watch.
FLY-BACK.
BEST.

\$20.00.



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Maiden Lane,
NEW YORK.



My Illustrated Catalogue, with prices, enables club committees to purchase as well as if they visited my store.

JONAH'S JERSEY JOTTINGS.

The great big success of the great big road-race, has formed a fruitful item of conversation the past week. The race has been run over and over again, every man's time at every distance seems to be known to every one, and among the defeated ones I have heard "if only this and only that" as usual. No one seeks to rob the Kings County Club of the honor of one of the greatest victories in its history, but the contest for the second place was so close, that it is natural that consolation should be sought in such flights of the imagination. It looks very much as though Kings County had a bigger mortgage on the cup than ever; for remember, had not Weber met with his unlucky collision, the K. C. W. would have scored in the neighborhood of 95 points, and this, too, notwithstanding that the fliers of Ilderan, Hudson County and Elizabeth were faster than ever. The best part of these contests, however, seems to be that the more the others are beaten, the more they seemed resolved to try to do better next time, and not rest until the envied trophy is snatched from the custody of Hall, Valentine & Co. Already I hear of one of the clubs that is to put ten men in training all the Summer, to make some of those that finished ahead of it feel tired next time. This is the true sportman's spirit, and while no one could hope to see the cup in more worthy hands than it is at present, still I would like to see the efforts of the plucky beaten ones meet with some reward.

I understand that the best road record for twenty-five miles is 1h. 32m., made over the "McCurdy course." If this be so, and what I hear of the comparative "fastness" of the two is decidedly in favor of the Boston course then truly the race of Decoration Day was a wonderful one; for Hall, Stenken, Valentine, Bradley, and Caldwell, whose times were from 1h. 33m. 53s. to 1h. 37m. 02s., must have all accomplished better performances than the 1h. 32m. which stands as record. As for Kluge's record of 1h. 34m. 40 2-5s., it was marvellous, for he had had almost no experience at crupper riding, and was put on a tricycle only at the last minute; as he had been training on a crank bicycle in anticipation of his King racer being finished in time for a record trial. How far he would have beaten the rest had he been mounted on his Star it is hard to say.

I have had a talk with Kluge about Stenken's race. "Charlie made a big mistake," he said, "in making pace. I told him not to do it, even if he had to get off and walk. Never mind, a man must learn by experience. I have him in training now for the track, and he will make some of them travel before the season is over."

Captain Bagot, of the H. C. W., treated us to a great surprise in finishing seventh. In a practice spin, Bowman, who was eighth, had beaten him easily, and even he went far faster than was deemed possible for him. There is no telling, however, what a gritty man will do when he has to do something. Look at the Union County men; judging from their trial, one would have booked them for last place; but when the real test came they all beat their trial race about ten minutes apiece on an average.

Howard Greenman was in hard luck. He should have been fighting it out with Caldwell and perhaps worrying not a little those further on ahead. A bad fall, however, threw him out of training and prevented his riding for a week before the race. Under the circumstances I consider his performance very meritorious, considering the time made by those ahead of him. In Bradley, the Ilderans have a daisy, and his improvement in six months is wonderful. What a race of it he and "Val" had from scratch to tape!

Sixteen-year-old Caldwell proved himself a veritable "wonder." A year of age and strength added brought him down in round numbers from 1h. 48m. to 1h. 37m. He is a sturdy limbed youngster of one hundred and thirty pounds. I think that faithful gymnasium work, such as that which changed vegetarian Bowman from a slow one to a good one, is what he needs. He has a good pair of calves and thighs, but proportionately his upper body and arms are not up to the proper mark. Last winter the boy confided to me that he had written to Rowe for information about training and racing. Good-natured Billy wrote him quite a long letter. I never saw it, but from the

way he has been going this spring I guess it contained some valuable points.

Last season a medal was offered by the Elizabeth Wheelmen for the first member to score under three minutes over the "boulevard mile" on the macadam between Newark and Elizabeth. It is to be held by the man who gives three minutes the worst beating. Several unsuccessful attempts were made by Louis Bonnett, Bellinger, Caldwell and others. Last Friday, however, Caldwell appeared with his fifty one-inch Columbia Light Roadster for a trial. The course was in prime condition. For one-third of the distance there is a slight down grade, a third of a mile level follows, and the mile ends with an up grade climb, which about evens up the advantage first gained. The mile is straight-away so that with the aid of a signal flag and field glass a timer has no difficulty in catching the start. Louis Bonnett made pace for half the distance, when Caldwell went by him with a rush and spurring up the grade finished in 2m. 56s., a most excellent performance and now the record for the boulevard mile. D. B. Bonnett was the timer.

News up at the Roseville track is rather scarce. A committee from the New Jersey State Division, L. A. W., is negotiating with the Association for a race meeting on July 4th, the date fixed for the annual meet at Orange. Should these negotiations fail it is probable that the Orange Wanderers will give a tournament on that day. There is some talk of the prominent Jersey clubs uniting in a joint tournament on an extensive scale. I think it a good idea, as, the responsibility being shared by a number, efforts to obtain a large attendance would be successful. At any rate, I fear that we will have no racing at Roseville this month.

I hear rumors of the intention of a number of capitalists to construct at East Newark in connection with a hotel, a large bicycle and athletic track and ball field. And, by the way, what about that Vineland track we were told about in the Spring? I have made every inquiry, but not an echo has answered.

I took a run over to Orange Saturday on a tandem with Bonnett, Sr., to see whether we could strike the Orange Wanderers on their century run. We stopped at Johnson's, but "Slew" could tell nothing more about them than that at one o'clock five were left in and had accomplished sixty miles. How many had started he could not tell. Yesterday morning however, I received a memorandum from Captain Porter of what had been accomplished. It contained the information that L. H. Porter, C. A. Lindsley and J. M. Gilmour, had finished one hundred five-eighths miles. They started at 4:44 A. M., and finished at 7:05 P. M. Elapsed time, 14h. 21m. Actual riding time 10h. 51m. Average per hour, nine one-quarter miles. The course was through the Oranges, Milburn, Irvington, Hilton and Short Hills. The distance was measured by cyclometer, the four agreeing. No special training was done, nor preparation made. The object was simply to make one hundred miles during the day. They must have had a pretty tough time of it in the afternoon; for we encountered a very heavy wind.

The E. W. century run will take place in about two weeks. The course will be to Morristown thence to Franklin, and then around the Orange district. One of the lady members has announced her intention to accompany the run on a tandem with her husband, and from the ease with which the pair have accomplished long distances in the past, it is not likely that they will be among those that will fall by the wayside. To-night the E. W. is to have one of those moonlight runs through the Oranges, which seldom fail to bring out a large attendance.

The racers on Decoration Day are indebted to D. B. Bonnett, of the E. W., for the absence of stones from the course, as, by direction of the Executive Committee, he had the most of them removed. "Wait until next Fall," he said the other day, "and I shall have six men at work who will not leave a pebble. And I do not see why the wheelmen cannot be properly fed on that day. We can have a big tent put up, and engage a caterer to give us a dinner that will be worth the money."

L. H. Johnson and J. W. Smith, of the Orange Wanderers, went on an exploring trip yesterday to

learn about the roads between Long Branch and Ocean Beach, with a view of piloting their club over the route some day later in the month.

May has been a pretty good riding month with the E. W., but the records are coming in very slowly. Captain Martin told me yesterday that he had received but thirteen and that these averaged a little over one hundred and fifty miles apiece. D. B. Bonnett as usual heads the list with a score of 403. Caldwell made 260; Chandler, 225; and Martin, 209.

I see that the captain of a club down in South Jersey issues an official call for a club run through the medium of the cycling press. They must be pretty important and unusual affairs down there to be deemed worthy of an encroachment on valuable space.

The success of Neilson and Rhodes in the Clarksville race has created quite a boom for the Victor up at Johnson's. Such records impress new riders strongly, and he says that he cannot get enough second hand Victors, forty-eight to fifty-two, to supply the demand.

Not satisfied with such road scorchers as Hall, Valentine, Knox, Bridgman and Weber, I hear it whispered that next Fall another "wonder" is to be sprung by the K. C. W. on us poor fellows, badly enough beaten as it is. The wonder is a new arrival from Ohio, who is under the masterly tutorship of Harry Hall. That he will ride a Star goes without saying.

The Somerset Wheelmen did some big riding during May. Capt. Davey tells me that their eight scores handed in average thirty miles. The big records were: P. V. Bergen, 438; J. S. Frelinghuysen, 396; W. H. K. Davey, 364; John Van Eps, 315.

JONAH.

June 6, 1887.

H. E. DUCKER SEVERS HIS CONNECTION WITH THE SPRINGFIELD PRINTING CO.

Henry E. Ducker, President of the Springfield Bicycle Club, editor of the "Gazette" and Superintendent of the Springfield Printing Company, will leave this city July 1, much to the regret of thousands of friends. It seems like writing an obituary. Everybody who knows Mr. Ducker admires him, not only for his honesty, integrity and moral courage but also for his undaunted pluck in everything he undertakes. It has been owing to his influence that Springfield has been made the bicycling centre of the world; to him belongs the credit of putting into circulation millions of money for ever kind of wheel made. A word from him, an article in his paper would turn the fortunes of manufacturers. He never, however, let pleasure interfere with his business, and his whole energy was devoted to the concern by which he was employed. He worked for their interests, not his own, and turned thousands of dollars into the treasury for book, job work and other printing for the bicycle tournaments in this city.

Mr. Ducker's principal branch of the business is a book binder. He was imported to this city from New York, April 29, 1863, when but fifteen years of age and entered the employ of Samuel Bowles in the old Republican building, where D. H. Brighan's store now stands, two days after, May 1, 1863. He worked himself up at such a rate that four years from the day he entered, he was made foreman of the bindery and has continued at it ever since. It is safe to say there is no man in the country who can figure as closely on a job as Mr. Ducker. His father was a book binder before him and it was born in him. He has several good offers awaiting him, and after a week's hesitation will accept the best. He leaves this city about July 1, and in the meantime will dispose of his residence on Worthington street.

Mr. Ducker's chair will be filled by L. H. Orr, who has been in the printing business opposite J. D. Gill's for the past four years. Mr. Orr has purchased a controlling interest in the concern and steps into the harness to look after his own interest as well as that of all the stockholders. Hence Mr. Ducker will have to go.

P. E. Sweeney, for a number of years foreman in the press-room also resigns, and will take charge of the press-room of Clark W. Bryan.

Mr. Ducker will continue to edit the Gazette and have it printed in this city. He is a very popular man with the help, every one of whom will regret his departure very much.—*Springfield Daily News.*

IN MEMORIAM.

Keith-Falconer has gone from amongst us. Dying in a hot tropical country of heart disease, his end reminds us forcibly of that of poor Cortis. One had gone to Australia to minister to the bodily wants of his fellow men, the other to Arabia to minister to the wants of their souls. There probably never were two men more unlike mentally than Keith-Falconer and Cortis, yet physically they resembled one another, and, in their riding of a bicycle, probably came nearer than any two other men of their day. In their deaths, as we have said, there is a great and sad resemblance. Keith-Falconer last saw Cortis when he took the chair at the farewell dinner given by the Wanderers' B. C. to the latter prior to his departure for Australia. Now both have paid the debt of nature, and gone to that bourne whence no traveler returns. Peace be with them.

The Hon. Ion Grant Neville Keith-Falconer was the third son of the late Earl of Kintore, Lord Lieutenant and Sheriff Principal of Aberdeenshire, and was brother to the present Earl. Ion Keith Falconer was born at Keith Hall, Inverurie, where his family have been established since 1458, when his ancestor, Sir William Keith, was Earl Marischal of Scotland. His birth was on the 5th July, 1856, and at the age of eleven he went to the Rev. R. S. Tabor's school at Cheap, Surrey, whence he passed into Harrow in 1869. Here he rose one form a year regularly till he gained the upper sixth. In his school days at Harrow he gained the Ebrington and Flower prizes for German, and the Mathematical Master's prize for problems. He afterwards passed into the modern side of the school, where, under Mr. E. E. Bowen, a fellow of Trinity College, Cambridge, he not only acquired knowledge, but also a liking for cycling. Mr. Bowen having long appreciated the sport, and made endeavors to gain permission for the Harrow boys to ride. It was refused, and consequently Keith Falconer had to wait until the holidays, where, on the hilly roads of Aberdeenshire, he practised on a thirty-six inch "boneshaker." In October, 1873, he went to Hitchin to read mathematics with the vicar, the Rev. Lewis Hensley, and it was whilst living here that he made his name as a cyclist. His first race was with Mr. Meek, of Wrest Park, Bedford, over a ten miles course, on the road between Hitchin and Bedford, when the subject of our obituary won, in thirty-eight minutes, on a fifty-two inch roadster. In October, 1873, he entered Trinity College, Cambridge, and took college prizes in 1875, 1876 and 1877 respectively. In 1875 he gave up mathematics for theology. His first great road ride was in 1874, when he covered the 135 miles between Bournemouth and Hitchin in nineteen and one quarter consecutive hours. Joining the Cambridge University Bicycle Club, he took an active part in its affairs, and served as Secretary and Vice-President. He also won several road races, and practically made the London Bicycle Club by riding his famous match against H. P. Whiting, at Lillie Bridge, over twenty-five miles of ground, the club giving an invitation "gate," and getting a large and fashionable assembly and a start from which they have never receded. His racing career comprises the following:—

1874, October term, C. U. B. C. races, Chesterfield to Cambridge ten miles. Won in 34m. before the wind. One mile handicap, came in fifth from scratch in 3m. 16s. 1875, 25th January, defeated by H. P. Whiting at Lillie Bridge in 25 miles match by 150 yards. Rode on this occasion a 60½-inch racer. 1875, Lent term C. U. B. C. trial race, Hatfield to Cambridge, 42 miles; won in 3h. 9m. 6s. Inter-Varsity race, St. Albans to Oxford, 50 miles; won in 4h. 9m. 24s. 1876, C. U. B. C. May term races, four miles handicap, at Fenner's Ground, on March 24th; started from scratch, bent crank after going one lap, dismounted while Keen bent it straight, causing about 30s. delay, and eventually won in 13m. 43s. Ten miles race; won in 35m. 35s. 1876, April, four miles amateur championship at Lillie Bridge; won in 13m. 16s., till then the fastest time on record. 1876, April 22d, Alexandra Palace races; won five miles championship in 17m. 53s., defeating Osborne and Nisbet. Won the five miles open amateur handicap from scratch in 16m. 25½s., beating Wyndham in his heat, and McKinnon, Moore and A. Adams in the final. 1876, May 15th, C. U. B. C. trial race, 50 miles, on Fenner's Ground, Cambridge; won in 3h. 20m. 37s. 1876, Inter-Varsity races; did not compete owing to private religious scruples, a decision which, though adversely commented on by the *News* at the time, certainly deserves praise rather than blame, as evidencing

an amount of moral courage not possessed by the majority. 1877, May 23d and 25th, trial races C. U. B. C.; won the two miles in 6m. 32s.; the 25 miles in 1h. 30m. 25s., and also the ten miles. 1877, June 8th, at the London B. C. meeting at Stamford Bridge, won the five miles open amateur handicap in 16m. 25s., beating Wyndham, both from scratch. This race was the first in which these two excellent riders had met since the latter had become a recognized flyer, and the splendid manner in which the president mowed down man after man and eventually won the final elicited the most enthusiastic applause from the large assembly, and will long be remembered as a most exciting race. In the one mile club race on the same day Mr. Falconer won his heat in 3m. 6s., till then the fastest amateur mile, but the final following too close on the five miles he succumbed. 1877, June 10th, two days afterwards, in the inter-Varsity races at Oxford, he achieved his most brilliant successes, scoring for one mile 3m., for two miles 6m. 1s., and for ten miles 32m. 25s.; all best on records for amateurs to date. His participation in the great amateur v. professional contests, his two miles in 5m. 36s.—a record which stood for five years—and his championship performances at a later date, are familiar facts in cycling history. Equally good as a road rider, as evidenced by his journey from Land's End to John-o-Groat's, as on the path, Keith-Falconer was a cyclist on whose like it will always be difficult to look again. As a man, he was an earnest Christian; and, as we had said in "Notes of the Week," one who has accelerated his death by exposure in an unhealthy climate in the missionary cause. We also, in the same column, allude to the high honours which he obtained at his Alma Mater. As a combination of muscular Christianity and mental culture the rider whose death we all deplore was first amongst cyclists.

* * *

We very much regret to announce the death of Keith-Falconer, the President of the London Bicycle Club, and one of the best riders who ever crossed a bicycle, besides being a most unassuming and single-hearted man. We personally knew Keith-Falconer, and many years ago suggested his being asked to accept the presidency of the London. His first public appearance as a bicyclist was in 1874, when he rode from Bournemouth to Hitchin (135 miles) in the day. The account of the ride appeared in the *Field*, and for some years afterwards the name of Keith Falconer was in the first rank as a cyclist. He married Miss Bevan, the well-known banker's daughter, some two or three years ago, and being of a strongly religious turn of mind, preferred, instead of living a life of ease at home, to go out to Arabia, where he has, unfortunately, died. No cyclist that we know was more ready for death, which is the one consolation which his friends have to support them in their sorrow. *The Times* says of him:—"Intelligence reached Cambridge to-day (May 15th) of the sudden death from heart disease of the Hon. Ion Grant Neville Keith-Falconer, M.A., the Lord Almoner's Reader in Arabic, which occurred in Arabia, where he was prosecuting his studies of the language. He was born in 1856, and was the second son of the Earl of Kintore. He entered as a student of Trinity College in 1874, and graduated B.A. in 1878, when he obtained a first class in the Theological Tripos, and was also awarded the Hebrew prize. In 1880 he obtained the distinction of a first class in the Semitic Languages Tripos. He was Jeremie Septuagint prizeman in 1876, and Tyrwhitt Hebrew scholar in 1879. He has on several occasions acted as one of the public examiners for the Theological Tripos and the Semitic Languages Tripos. On the resignation of Mr. Robertson Smith, in June, 1886, he was appointed Lord Almoner's Reader in Arabic, and he delivered two courses of lectures during last Michaelmas term.—*The Cyclist*.

The fifty Miles Road Record.—In the hurry of noting and reporting the fifty miles Catford road ride last week a very important performance accomplished in the ride failed to meet with the notice it deserved. This was the performance of Mr. Harold Crooke, of the Guildford C. C., who did the full distance in 3h. 12m. 18s. This is, we believe, the best recorded time yet made on an ordinary bicycle. Mr. Crooke's mount was a 53-in. "New Rapid" Roadster. As the course was rather hilly, and a strong northeast wind blowing, the performance was all the more meritorious, and stamps Mr. Crooke as one of the best riders of the ordinary bicycle on the road.—*The Cyclist*.

RACE MEET AT BEAVER FALLS, PA.

BEAVER FALLS, May 30.—The bicycle races this afternoon were witnessed by a large and brilliant assemblage, fully one thousand being present. The results were as follows:

One-half mile, open race—Won by J. Huntingdon, Cleveland, O., in 1m. 36½s. A. Banker, Allegheny, second.

Novice race—Won by George Stamler, Beaver Falls, time 3m. 57 3-4s. W. Townsend, New Brighton, second.

One-mile open race—Won by W. Banker, Allegheny, time, 3m. 36½s. A. Banker, Allegheny, second.

Club races—First and second were won by T. Moorhead and George Stamler in 3m. 38s. and 3m. 55s.

Slow race—Won by J. Morrison, 100-yds., in 1m. 13s.

Mile lap race—Won by Huntingdon, of Cleveland, A. Banker, of Allegheny, second, time, 3m. 26s.

Mile team race—Won by Huntingdon, of Cleveland, and Moorhead, of Beaver Falls, against A. and W. Banker, of Allegheny.

Final club race—Won by Moorhead in 3m. 55s., with Stamler, second.

Consolation race—Won by F. Lentz, Pittsburg, in 3m. 42½s., with T. Shaw, second.

Boys' race, half-mile—Won by Charley Randolph, 1m. 57s., with Chancery Ginn, second.

Hill climbing contest in New Brighton—Won by W. Banker, of Allegheny, in 48½s.; Robertson, of Allegheny, second, in 53½s.

E. H. Verger, of Pittsburg, was referee, J. H. Lyle, timekeeper, S. H. Murray and Hugh Flemming, judges.

EAST HARTFORD RACE MEET.

HARTFORD, Conn., June 4.—The Spring meeting of the East Hartford Bicycle Club attracted racing wheelmen from various parts of this State and Southern Massachusetts. The attendance was large and the sport interesting throughout. The quarter-mile track was in good condition after the rain. L. A. Tracy, Chief Consul of the Connecticut Division of the L. A. W., acted as referee, and Messrs. Frank H. Williams, of Springfield, J. D. Candee, of Hartford, and E. D. DeBlois, of Wethersfield, were the judges. Many of the races were very close, as the following summary will show.

Half-mile open handicap, in heats—Won by George L. Lewis of Springfield, seventy yards, time, 1m. 23 2-5s., first prize, Colt magazine rifle; second, Ludwig Foster of Hartford, seventy yards, time, 1m. 24 1-5s., pair ball pedals; third, C. F. Richmond, of Glastonbury, thirty yards, lemonade set.

W. M. Haradon, of Springfield, quarter-mile against the track record of 41½s., time 44 4-5s.

Three-mile, open, time handicap—Won by C. H. Thomas of New Britain, twenty seconds, time 10m. 14s., set of ice-cream spoons in case; second, S. H. Tyrrell, East Hartford, twenty seconds, time 10m. 15s., rug; third, H. C. Wakefield, Springfield, thirty seconds, gold-lined goblet.

Two-mile novice, open—Won by George L. Lewis of Springfield, time 7m. 57 4-5s., Lakin cyclometer; second, Ludwig Foster, Hartford, time 6m. 58s., steel engraving.

James Lounsbury, Hartford, half-mile on Safety machine, exhibition, time 1m. 36 2-5s.

One-mile against time (2m. 59s.)—W. M. Haradon, Springfield, time 3m. 08 1-5s.

One-mile club handicap—Won by W. K. Ackley, time 3m. 14 4-5s., traveling bag; second, D. D. Bidwell, time 3m. 16s., club lamp.

One-mile, 3m. 20s.—Won by Charles H. Thomas of New Britain, time 3m. 20s., silver water pitcher; second, Thomas Harvey of Holyoke, time 3m. 20 2-5s., bicycle jersey; third, S. H. Tyrrell of East Hartford, plush-framed mirror.

One-mile open—Won by H. E. Bidwell of East Hartford, time 3m. 29 2-5s., tilting pitcher; second, C. F. Richmond of East Hartford, time 3m. 30 1-5s., Columbia ball pedals.

Two-mile lap—Won by C. F. Richmond of East Hartford, time 9m. 51s., ice-cream spoons in case; second, H. E. Bidwell of East Hartford, time 6m. 51 3-5s., one dozen spoons in case; third, George L. Lewis of Springfield, box cigars.

One-mile consolation—Won by George McClellan of Holyoke, time 3m. 17 4-5s., gold ring; second, H. K. Lee of Hartford, time 3m. 19s., gold-headed cane; third, Charles R. Culver of Springfield, pearl handled knife.

WHEEL GOSSIP.

Lynn will enjoy another race meet on July 4th. Frazier will shortly commence training at Lynn. Hartford will hold a tournament this year as usual.

The "Attic Bee" is raising a beard of the fiercest variety.

Crist will shortly commence training at the Roseville track.

The Wilkesbarre, Pa., Club will hold a race meet on July 4th.

The Maine Division, L. A. W., has decided to publish a road-book.

Mr. Frank White, of Messrs. Spalding Bros., has joined the Brooklyn Club.

On the 17th the Somerville, Mass., Club will ride to Newton, and enjoy a dance and a dinner.

Two Stars finished first in the road-race; then came three Columbia light roadsters, then another Star.

Two-mile bicycle race, Lowell, Mass., Saturday, June 4th.—H. E. Hazeltine, first; A. McCurdy, second.

Roxbury, Mass., has a new club called the Warren Club, which starts off with a membership of twenty-five.

THE OWL was — years of age last Tuesday. THE OWL might make it unpleasant for us if we filled out the blanks.

Mr. C. T. Gray of East Springfield, Mass., will join Mr. George W. Nellis, Jr., at Chicago, and will ride to California.

Mr. H. E. Ducker was in town last week. He was quite positive there would be no Springfield tournament held this year.

It is rumored that Burt Pressey has commenced suit against the H. B. Smith Machine Co., to collect royalties on all Star wheels.

It is reported that Mr. H. E. Ducker has severed his connection with the Springfield Printing Company, and will remove from Springfield.

The Ixion Club, at a late club meeting, telegraphed a long message to the Governor, urging him to sign the Rights and Privileges Bill.

The Lynn Cycle Club will celebrate its anniversary on June 17th, with a base ball match, a fifteen-mile bicycle race and a supper and entertainment.

Some wheelmen are wondering how Dr. Aiken of the Cits. got along with "the girl in white" who graced that St. Louis dinner table with her presence.

The annual meeting of the Connecticut Division was held yesterday, at the rooms of the Hartford Wheel Club. A twenty-five miles road-race was on the cards.

The meeting of the Board of Officers, New York State Division, L. A. W., will be held June 15th, at the Grand Union Hotel. Business of importance will be transacted.

We understand the Orange Wanderers have a large lady membership. To distinguish them from the Orange Wanderers proper, they should be called the Lemon Verbenas.

Mr. E. P. Baird, formerly of the Orange Wanderers, sends us a budget of Montreal gossip. Mr. Baird had many friends in the wheel-world and his letter will be read with interest.

The Ilderan Club will hold a ten-mile road-race, open to all amateurs, on Saturday, July 2d. The race will be run over the Irvington-Milburn course. Gold, silver and bronze medals will be offered.

The Superior Court has affirmed the decision of the lower courts in the Wilmington turnpike case, better known as the "North Carolina Case." We shall publish the opinion as soon as it is received.

At its meeting last Wednesday evening, the Boston Club voted to extend the use of the club house to the Massachusetts men for the Summer months, should they decide to hold together after giving up their club house.

Safety Records.—On May 24th, at Coventry, Eng., A. P. Engleheart broke the Safety records from six to ten miles. The times were: 6m. 17m. 46 2-5s., 7m. 20m. 49 3-5s., 8m. 23m. 46s., 9m. 26m. 43s., 10m. 29m. 34 3-5s.

"A DISGUSTED AMERICAN writes:—'Your durned old country sent us a Rowell and he bowled all our peds over. You sent us a Howell, and he wiped out our cyclists. Now, if you send along a towel, we will dry up.'—*English Exchange*.

At Woodstock, Ont., May 24th, Crist of Washington won a half-mile race, heats in 1m. 24 3 5s., 1m. 23 3-5s. Fred Foster won a mile race in 2m. 42 1-5s., by four feet from W. E. Crist, and also won a five-mile race in 16m. 4 2-5s., from the same rider.

The American Athletic Club will hold their tenth annual games at the Polo Grounds, on June 25th, at four P. M. Among the events is a two-mile handicap. Entrance fee fifty cents; close June 18th, with G. H. Cullum, Secretary, P. O. Box, 2930, New York City.

The Suffolk Wheel Club runs to Echo Bridge June 15th, Milton Lower Mills June 17th, (evening), and Waltham June 22d. June 29th and 30th, they go to Salem and Lynn on a two days' outing. The Suffolk will enter a team in the E. R. C. road-race June 11th and the men are now in daily practice.

The consolidation of the New York and Ixion Bicycle Clubs, which is now all but an accomplished fact, will make one of the strongest clubs in the country, and should prove attractive to some of the unattached wheelmen about New York. A magnificent club house will be built at a most convenient location, for both the wheel and social elements.

A great hill climbing contest has just been decided on Wetheroak Hill, in England. The hill is very steep, the grade varying from a foot in six and a half, to a foot in twelve; the length is one thousand and sixty feet. Frank Moore finished first in 1m. 27 3-5s on a Quadrant racer, and A. J. Wilson finished second in 1m. 30 2-5s., also on a Quadrant.

"The New York WHEEL, which formerly looked so insignificant as to remain unopened until everything else had been attended to, now makes a hulky package, and commands respect at sight."—*S and T. Journal*.

Thanks awfully. But we hope the respect is not decreased by a thorough perusal.

LONDON, June 4, 1887. In the bicycle races at Grimsby to-day Battensby of Newcastle beat Temple of Chicago in a mile handicap by a foot. Lees of Leicester and Temple ran a dead heat in the five-mile handicap. Lees won the ten-mile handicap from the scratch. Woodside second, English of Liverpool third, Morgan of New York did not receive a place.—*Cable*.

A joint meeting of the New York and Ixion Clubs will be held next Tuesday night, at which the clubs will probably combine. The Ixions will disband and immediately be elected into the New York Club. New officers will be elected, new committees appointed and a new constitution and by-laws adopted. A desirable site has already been secured, and a superb club house will be erected.

CAMBRIDGE CLUB RUNS.—Captain C. L. Smith of the Cambridge Club has issued a call for the following club runs during June: June 5, run to Salem, starting at 9.30 A.M. June 7 and 8, moonlight runs, starting seven o'clock. June 12, morning run to Arlington, starting ten o'clock. June 17, run to Nantasket, starting at nine A.M. June 19, run to Echo bridge, starting at 2.30 P.M. June 26, run to Cobb's Tavern, Sharon, starting at nine A.M.

The Terre Haute, Ind., Bicycle Club held its annual twelve miles handicap road-race on Decoration Day. The race resulted as follows: A. Hulman, scratch, 48m. 20s.; Bruce Cooper, 1m. 45s. start, 50m. 13s., actual time; Charles Crain, scratch, 49m. 05s.; Ira Calder, 3m. start, 54m. 55s. This is the second time Hulman has won the medal, which will become his permanent property should he finish first in the next contest, to be held June 30th.

THE LIGHTEST TRICYCLE IN THE WORLD.—We have before used the above heading, but this time the record has been fairly beaten. Mr. F. S. Buckingham has built himself a "Premier" direct steerer scaling twenty-six pounds only. It is of the ordinary standard pattern, with three equal thirty-inch wheels, Sparbrook gear, one half inch tires, six and a quarter inch cranks, and geared to fifty-seven inches. The small boys of Coventry may well yell at Buckie, "Yah! ye're riding a cobweb."—*Bicycling News*.

Mr. J. E. Fenlon, who was suspended eight months ago on the suspicion of promateurism, has been reinstated by N. C. U., which now declares its suspicions to be unfounded. During his suspension, Mr. Fenlon was barred from the racing path, and probably lost caste, and suffered other indignities at the hands of thoughtless and caddish racing men. Yet, after eight months, the N. C. U. reports itself mistaken. Truly are the legislative proceedings of the wheeling organizations on both sides of the big pond legal curiosities.

The fourth annual tour of the Indiana Division, L. A. W., will organize at Logansport, Ind., at six A. M. Friday, June 8. In the forenoon the party will ride to Elphinstown, thirty miles, and in the afternoon to Lafayette, twenty-five miles; next day to Frankfort; Sunday the 10th to Crawfordsville; Monday to "Shades of Death"; Tuesday to Clinton, where there will be a hill-climbing contest on Coal Creek hill, one thousand two hundred feet long. The prize is a twenty-five dollar gold medal. Nobody who has ever ridden the hill will be allowed to enter.

The following events will be included in the programme of sports to be held in Brookline, Mass., on the morning of July 4. Two-mile bicycle race open to all amateurs; one-mile bicycle race, and one hundred yards slow race, open to amateurs of the town only, and junior-mile bicycle race, open to contestants not over eighteen years of age. The entrance fee is one dollar, and entries inclosing the fee should be mailed to E. W. Baker, Brookline, Mass., before Wednesday, June 29. Handsome medals will be given the first and second man in each event.

NEW TRACK AT QUEENS, L. I.—A new cycling feature on Long Island is the new track which has just been completed at Queens, on the Jericho Turnpike. The track is six laps to the mile, made of clay, and with raised corners. Two events will be held next Saturday, viz: One and two miles scratch bicycle races. Prizes, gold and silver medals to first and second. Entries close on the grounds before the race with the Secretary, W. L. Wood. Entrance fee, fifty cents for each event, returnable to starters. Trains leave Long Island City at 2:05; Brooklyn at two o'clock, and James Slip at 1:30.

At the Manhattan Athletic Club games, held Saturday afternoon, a two-mile handicap was decided with the following result: J. W. Powers, Jr., Harlem Wheelmen scratch, 6m. 52 3-5s.; H. L. Powers, 100 yards, 2; E. J. Halstead, Harlem Wheelmen, 40 yards, 0; E. C. Parker, Harlem Wheelmen, 60 yards, 0. This was the first appearance of Powers, the younger. He is a fast rider, and angled with the third man, just beating him by a neck, but he should forget the boyish habits of looking around and giggling. The Powers brothers and the Rich Brothers are examples of the athletic ability which sometimes runs in families.

We had a visit last week from Mr. C. R. Dodge, president of the Massachusetts B. C., and late editor of *Outing*. From him we learned many interesting particulars as to cycling in the States. On the subject of tricycling for ladies, Mr. Dodge is an enthusiast, and he is endeavoring to rouse American women to generally adopt the tricycle as a means of locomotion and recreation. In his own family, Mr. Dodge has had such a striking proof of the health-giving properties of the tricycle, that there is small wonder if he believes in it. Mr. Dodge is a well-known contributor to the American Press, and we hope that every facility will be placed in his way when visiting Coventry and other manufactories.—*Wheeling*.

Kolb wins the Inter-collegiate championship. The two-mile college championship, which was decided at the Manhattan grounds on May 28th, brought out a large field. Kolb who shows much improved form this year, won, with Maguire, of Columbia, also a good man, second. Summary: Two-mile bicycle race; first round; first two in each heat to ride in final—First heat, E. F. Landy, '89, scratch, Yale, and C. B. Keen, '89, University of Pennsylvania, w. o., 'n 8m. 42s. Second heat, S. A. Maguire, '89, Columbia, 7m. 47 2-5s.; B. G. Work, '89, scratch, Yale, second, by four yards; R. S. Adams, '88, Princeton, third, by one hundred yards. Third heat, L. G. Kolb, University of Pennsylvania, 7m. 23 3-5s.; C. R. Scott, '89, Cornell, second; G. H. Merrill, '89 Harvard, third; J. Geary, University of Pennsylvania, saddle turned and fell. Final heat, Kolb, 6m. 53 1-5s.; Maguire, second by eight yards; Landy, third by ten yards; Work, 0; Scott, 0; Keen fell on last turn, from exhaustion.

ACROSS THE CONTINENT.

FROM MEDINA, N. Y., TO ST. THOMAS, ONTARIO.—
NIAGARA FALLS.

At six o'clock Sunday morning, May 29, we wheeled out of sleeping Medina in fine spirits. The rising sun betokened a day extremely warm, and we resolved to take it easy to Niagara. Middleport, six miles, was reached at seven A. M., and here we had breakfast. Pushing on, Gosport, eleven and one-half miles, was passed at 9:30, and Lockport appeared to view at twelve, noon. From here to Niagara we had twenty-one miles of the worst going yet encountered. A hard clay, just dry enough to be ridable and resembling a cobblestone pavement predominated, with occasional patches of new smooth surface. At Lockport, we found that a direct road to Batavia might have been taken at only eighteen miles. Thus we travelled twenty-eight miles more than necessary. The riding was fine, however, and to any one travelling for pleasure, is far preferable in many respects. Wheeling into the Falls at five o'clock P. M. we put up at the Falls Hotel, and had supper, a good bath and shave. Sauntering out at eight o'clock we were soon gazing awe struck upon the grand and mighty cataract. The dim, uncertain light of a waning sunset added to the faint, glimmering moon lent a halo ethereal beauty to the scene that was at once beautiful and magnificent. A full hour we sat and gazed far down into the impenetrable depths below. Every wave and billow presented a separate distinguishable attraction which combined, enlarged and magnified the scene into a spectacle irresistible in the extreme. At ten o'clock we turned in, and secured an early start to do up the Falls in the morning. Decoration Day dawned bright and early and we sallied forth on our bikes at eight A. M. over to Goat Island, through the parks, shady nooks, picturesque avenues, etc. An hour was spent in drinking in the beauties of this wonderful place when we started to return, but found the gates locked upon us. Cross we must, but how? Invention is the result of want, and we were not long wanting. On top of the bridge is a parapet about a foot wide and this we determined to mount and ride across. Once up and in the saddle all seemed well, and the novelty of our position coupled with its extreme hazard lent wings to our flight and inspired a feeling of bravado unparalleled. A false move, a quiver, and all was lost. Cautiously we approached the end. With a suddenness which baffles description a part of the wall gave way and headlong we went into the seething mass of fury-lashed water below. Madly we battled for life against the rushing torrent. Swiftly to the brink of doom we were drawn and but ten feet yet remained between us, heaven, earth, and eternity. Great beads of heated perspiration stood out upon our terrorized brows. All was over, and with a last appealing look skyward we plunged over the falls and struck with crushing force on the cold, cruel bottom of—our chamber floor.

"Poker!"

"Hey!"

"Where are we?"

"I'm in bed; what the Dickens are you tumbling round out there for?"

"Silence, old boy, don't give it away, and I will unfold a tale to harrow up thy craven soul, to make thy blood run cold and thy senses reel and thy reason disenthroned."

Yes, it was a dream, brought on by divers potations of cream and soda and chocolate, and an over-wrought brain.

Looking at my Waterbury, (forgot to state that I carried one on this trip), I found it was just two o'clock, and so turned in for another doze.

Eight o'clock saw us out Monday morning and prepared to do up Niagara in great style. First, we ventured to the point, and I looked with horror upon the spot of my night's adventure. Never will I forget that night, and its incidents are doubly engraved upon my plastic memory. We sit some time on the point and picture ourselves taking a headlong leap to the rocks below. This after a while becomes monotonous and we seek for more thrilling adventures.

After due deliberation we resolve to brave the dangers of Niagara's furious maelstrom, and accordingly seek the inclined railway. This is an apparatus which goes straight up and down if you walk it, and about three rods if you ride it, so we concluded to ride along with various other lunatics of our ilk. Arrived at the bottom we were shown a wonderful precious stone, carved to imitate a lady's arm, bracelet, ring and all combined, while

the owner said was the only specimen of its kind in existence. Seeing we were young and unsophisticated, he would let us have it

FOR SIX DOLLARS,

but we didn't bite. There was an awful odor of rats in that atmosphere and we left it. There comes the "Merry Maid o' the Mist" dancing o'er the wave and rushing to the pier.

All the power I could muster was necessary to coax Poker on that craft, and the mate, a jolly Jack Tar, used all his moral, or immoral, suasion, ere he would set foot on the watery-winged will o' the wisp. Once on, they encased us in two great rubber coats and fired us up the gang-plank on deck. Here another festive sailor yanked a big rubber comfortable over us and all that was visible, was our nose, an eye, and two eye lashes. Away we go bumping over the rocks of Niagara on the top of a fish. We go under Horseshoe Falls and emerge all covered with wet. Water is everywhere. We feel like a cat soaked in a compound concentrated solution of aqua fortis for a week. Thence we are hauled over to Canuck and fired ashore long side of several other truck.

We climb a hill several miles, or rods long, and run pell-mell into the

GREAT CANADIAN MUSEUM.

Quicker'n it takes to tell it, we escape from the wild aggregation of curiosities from the world over and proceed on our weary persecuted way. The park has some distant attraction, but ever and anon, comes that terrorizing shriek, "Hack," and Poker jumps ten feet. Thence we go deep down in the bowels of the earth and emerge under Horseshoe Falls.

Leaving this subterranean sepulchre of the dead and lost ages we wander hither and thither, and at last run pell-mell into the entrance to Deer Park, as we were given to understand by a sign over the gate. It said "\$1," and if that isn't dear we are no judge of values.

This settled our Canadian aspirations and we resolve to squander the balance of our superfluous cash for Uncle Sam. Returning to the pier at eleven sharp, we find our jolly misty maiden just puffing away, and the captain waves us a flat adieu. Nothing will avail, but we must sit on this dirty, worm-eaten old pier just forty minutes and ponder on the unmaterialism, the inconsistencies of this immaculate so-called life. We are "Maid of the Missed" in earnest now. Those forty minutes were likened to the forty declining years of a maniac's life, but we survived the period, and soon breathed freely once more under the Stars and Stripes. Getting aboard of that elevated jaunting car we were whisked on deck and meandered over to Goat Island. This is a romantic spot and we enjoyed it. Those Goat Islanders were great.

This sort of fun grew irksome however, and we set out for more wonders. The Cave of the Winds filled the bill. This is the greatest creation of man. It is a succession of revolving steps and is christened very appropriately the Cave of the Winds. Because it is a winding stair.

The cave in reality cannot now be seen, but we looked at the outside and felt satisfied. From here the "Three Sisters" came in for a share of our attention, and we freely gave it. These three elegant daughters of Eve are as near triplets as we can imagine and they looked attractive in the Airy-Fairy Lillian fashion of garb as we saw them.

Gentle reader gaze upon the cultured beauty here delineated for your appreciation! Rest your critical orbs upon those perfect symbols of grace, and smile if you dare.

Venturing further, we come upon a series of signs indicative of a place called "Prospect Park."

We reached the Falls Hotel weary and dust-laden, and carrying a big ravenous appetite. This the landlord took charge of to his everlasting regret. Bicyclists alone know how those viands disappeared with lightning-like celerity.

Two hours later we oiled our wheels, adjusted our "bearings," and at three P. M. said a last sorrowful adieu to Poker, our boon companion for a week. Riding out over Suspension Bridge we turned southward and struck Welland at 5:30, seventeen miles away. Supper over, we wheel away to Wellandport, fourteen miles, and reach Altholcliff, five miles, at 8:30 P. M. Here we stop for the night, and 5:30 next morning sees us again in the saddle. A hard clayey road, fairly ridable, meets us nearly all day, and we push on through Camboro, Canfield, Cayuga, Ellis Corners, and Hogansville, where we take dinner, two miles out of town, with a generous farmer. From here we go to Waterford and run eleven miles on the

Michigan Central railroad tracks, meeting with good success. Leaving that, we pedal on, through Cornell, Springfield, and Yarmouth, reaching St. Thomas at eight P. M., with a mileage of seventy-seven for the day. Rain soon begins to fall in torrents, and we are booked for a short sojourn here, so turn in contented, for the time being, at least.

GEO. W. NELLIS, JR.

ST. THOMAS, ONT., June 1.

PHILADELPHIA POINTERS.

The "West Philadelphia Athletic Association" gave a series of events on Saturday last, combining bicycle and foot racing and jumping. The wheel events were a one-mile novices race which was won by W. Morgan from a field of five, in 3m. 25s., with a lot to spare. The "One-mile Bicycle Championship of Philadelphia, sanctioned by the L. A. W.," (to read from the show bills), was a gift for Louis J. Kolb of the University in 3m. 10 4-5s., with M. J. Bailey second by thirty yards. Kolb also won the mile open race, with C. S. Stevens of Millville, on a roadster, second, and a close second at that. Stevens rode very well considering his mount and the very slight amount of training he has had; with a track to train on he would make the "champion" hustle to win anything from him. He does all the little training he gets on the road from Millville to Bridgeton, and it is not a remarkably good road at that. C. B. Keen, the University flyer, has been twice beaten by Kolb, but I still hold to my notion that he is much the better man despite the latter's immense improvement this year. He has been entirely too ill to do any work whatever since the falls he got at Wilmington and in the University class races. We are promised more good roads out in the already well macadamized district west of the Schuylkill, and some of the sleepy city fathers are waking up to the idea that the cobble stone pavement through the city is not all that it might be. Adding to this the fact that one of the most prominent of politicians and railroad men is interested in "tar" for concrete, we may now begin to hope that a few more asphaltum pavements will be placed throughout the town.

The little Press man says that the Southern tourists found a stretch of road between Paoli and Downingtown that broke them all up; of course he and they did not know it, but from Paoli to Downingtown, by a straight route from Green Tree past the Rolling Mills, there is as fine a stretch of country riding as could be wished for; almost as good as the best part of the Pike. An inter club road-race has been somewhat mysteriously hinted at and another inter-club race for a cup offered by a sporting goods firm is an assured fact. The Germantown Club talks of another excursion down to the Jersey wilds for the 2nd, 3rd and 4th of July.

The much talked of steam tricycle has put in an appearance at last, and the writer, coming home from work on Saturday afternoon, was astounded to see what appeared to be an ordinary Invincible tandem coming down Broad Street, over the Belgian blocks and on a perfectly level stretch, with both riders coasting! As it was coming directly toward me I could not see what the motive power was, and it was only when the machine turned a little at Race Street and gave me a broadside view that I could make out what it was. I hailed it of course and got a description. As I have said, it was an ordinary Invincible three-tracked tandem on which is mounted between the riders and parallel with the axle a cylindrical reservoir, one half of which contains water and the other half the kerosene fuel. The boiler is mounted back of the rear rider, is perhaps a foot thick and eighteen or twenty inches high, and fastened securely to the straight frame of the machine. The engine part proper is very minute and is connected with the driving gear in such a way that it can be instantly and readily detached. Altogether the machine is very neat and much more practical than I had supposed it could be, and the way it took the two riders on it over the stones was a caution, to cats. The general appearance too is not ungraceful, and barring a slight resemblance to a steam fire company, should be very pleasant riding. DIXEY.

The Elizabeth Wheelmen will warm their new club house next Tuesday evening with speeches, music, dancing, and viands. The invitations are limited to two hundred. Later on neighboring clubs will be invited to warm the house in approved cycling style.

THE RIGHTS AND PRIVILEGES BILL.

THE HEARING BEFORE THE GOVERNOR. NEW YORK
WHEELMEN SHOULD BE THERE.

The Bill has about reached the final or critical stage. On June 14, at four P. M., the Governor will give a hearing of an hour, each side being allowed half an hour to advance arguments. The Chief Consul and Counsellor Potter have sent out a strong appeal to wheelmen, asking them to attend the hearing at Albany. There is no doubt that the facts advanced by the advocates of its passage will be strong and unanswerable, but it is just as important that the friends of the bill flock into the Executive Chamber, and show the Governor what wheelmen are, and what interest they take in everything affecting their rights. There will doubtless be many men from up the State present, but we wish to make a special appeal to New York wheelmen to attend. It is for them the battle is being fought. They should remember that over one thousand dollars have been spent, and that this may not be spent in vain, if wheelmen will not neglect those little things at the last and critical moment, which very often carry great weight.

The train will leave the Grand Central at ten A. M., and the party will arrive in town at 10:45 P. M. The party will be a pleasant one, the journey will doubtless be enjoyable, and those who go will have the satisfaction resulting from the knowledge of duty well done.

We should like to remind those clubs who have not yet forwarded resolutions to the Governor, that there is yet time, and that a large number of resolutions sent in at this time will make a vivid impression on the Governor's mind. If a special meeting cannot be called, the President might forward resolutions in the name of his club. There are also many important cycling organizations outside of New York State who could greatly assist their fellow wheelmen and the cause generally by memorializing the Governor. We hope some of the more prominent—for Washington, Baltimore, Boston, Chicago, Philadelphia, etc.,—will take action at once.

We append Chief Consul Bidwell's letter to the Division members:

NEW YORK, June 7, 1887.

As you are doubtless aware, our "Bicycle Bill" has passed both branches of our legislature and is now in the hands of the Governor. Considerable opposition has arisen, chiefly among horsemen, a protest has been filed with the Governor, and he has decided to give a public hearing on June 14th at four o'clock P. M. *The opposition is strong, they are doing everything they can to defeat us.* When we go to Albany to appear before the Governor, the friends of the "Bill" should fill the executive chamber to overflowing. We must have at least one hundred and fifty to make a proper showing. I trust you will be one of this number. You can leave, Tuesday A. M. ten o'clock via New York Central; returning, leave Albany five-forty-five P. M., arriving in New York, ten-forty-five A. M. You will therefore lose only one day from business. You may think that I am making an unnecessary request, but I can assure you, it is of the utmost importance that we should have a large number of representative wheelmen with us.

I had hoped that this call would not be necessary, but from late advices received, the success of the bill is uncertain (*very*) and we *must* make this demonstration of strength. Our party will meet at the "Kenmore" Albany, June 14th, at three o'clock P. M. Please advise me by return mail if you will attend.

Respectfully, GEO. R. BIDWELL

VERMONT DIVISION L. A. W.

The annual meeting of this Division will be held at Montpelier, June 17, at two P. M. The roads in the vicinity are very good, and doubtless many wheelmen will take advantage of the reduced railroad fares to attend the meet. The programme of entertainment is as follows:

Business meeting.

Three-mile road-race for Vermont championship. Prizes: Waltham watch, contributed by W. T. Russell, Bellows Falls; Kirkpatrick Saddle, contributed by Pope Manufacturing Co.; third prize, Alarm Bell.

One-mile novices road-race. One-mile Vermont championship. First prize. Downe's cyclometer, presented by Overman Wheel Co.

A hill climbing contest will be held on Seminary Hill, which has never been ridden.

Address all communications to F. E. Du Bois, West Randolph, Vt.

CANADA TOUR OF THE ILDERAN
BICYCLE CLUB.

In the last issue of THE WHEEL there appeared a full prospectus of the above tour, which is to leave New York on July 9th.

Owing to the reported poor condition of the roads between Cornwall and Montreal, they have decided to take steamer from the former point, running Lachine Rapids and arriving at Montreal 6 P. M., July 17th. This will undoubtedly prove an additional attraction, as will also the acceptance of their railway tickets from Montreal to New York by the Lake Champlain and Lake George steamers, thus affording an opportunity to visit Ausable Chasm and other points in that region of the Adirondacks, and, if desired, a stop-over at Saratoga Springs.

Among the convoys may be mentioned Captain George H. Orr, of the Toronto Wanderers, who convoyed the Big Four and Chicago to Boston tourists of former years. Captain Orr, with a party of the Wanderers, will take them East.

The Secretary of the tour, Mr. H. C. Mettler, 71 Lincoln Place, Brooklyn, promises us a list of the tourists up to June 20th for our issue of the 24th inst. In order to make this list as complete as possible, he desires all intending to join to send in their names prior to June 20th. A souvenir time-card will be issued by the committee about July 1st.

THE WHEEL has been appointed the Official Organ of the tour, and all future announcements will appear in these columns. All intending participants will find such additions and corrections as may be made necessary in subsequent issues of this paper.

ANNUAL TOUR INDIANA DIVISION.

At the close of the Fourth Annual Tour of the Indiana Division, L. A. W., which takes place from July 8th to July 13th, 1887, a bicycle meet will be held at Terre Haute; the principal feature of which will be a hill climbing contest and bicycle races, closing with a concert at Hulman's Park, by the Ringgold band, an address by the Mayor of the city and distribution of prizes.

The Terre Haute Bicycle Club extends a most cordial and earnest invitation to all wheelmen to attend, assuring them of a welcome reception and pleasant time.

The course, over which the tour extends, contains as fine a road and beautiful scenery as can be found in the State of Indiana. Starting at Logansport, the principal places passed through are Frankfort, Waveland, Rockville, Clinton, Lafayette, Crawfordsville and Shades of Death, half day stops being made at the three latter places. The Shades of Death is a very picturesque and romantic place, situated one and one-half miles west of Waveland. Too much praise cannot be bestowed upon its beautiful scenery, and the stop made here will prove one of the most delightful events of the trip.

The average distance traveled per day will be about thirty-eight miles, making it possible for any rider of ordinary ability to enjoy the trip without too much exertion. A wagon for baggage will accompany the tourists and each member of the party that pays his dues will be entitled to ten pounds of baggage. Each League member will be requested to pay the Treasurer \$1.00 and non-League member \$2.00 toward defraying the expenses of the tour.

The hill climbing contest will take place July 12th, at Coal Creek hill, nine miles northwest of Terre Haute, the length of which is 1,200 feet; average rise, one foot in ten feet. Two medals, valued at \$40.00, will be given as first and second prizes to the successful contestants at the close of the contest.

The Ringgold band will escort the tourists to their headquarters in the city, where badges will be distributed among the visiting wheelmen and quarters assigned. At 10:30 A. M. on the morning of July 13th, the wheelmen will parade through the city, headed by the Ringgold band. All wheelmen will meet at headquarters at 1:30 P. M. and from there wheel to the Fair Grounds, Terre Haute, where the races will take place.

PROGRAMME—July 12: three P. M., hill climbing contest on Coal Creek Hill, nine miles northwest of Terre Haute; five P. M., grand entry into the city with Ringgold band.

July 13: 10:30 A. M., parade; 1:30 P. M., wheel to Fair Ground; 2:30 P. M., races; 7:30 P. M., distribution of prizes.

RACES.—One-mile club championship, one-mile novice, two-mile State championship, one-half

mile ride and run, three-mile Inter-State championship, one-mile 3:30 class, one-half mile State championship, one-mile road wheels, forty pounds and over, one-mile amateur (open), one-mile Star, one-half mile 1:40 class, three-mile club team (Ind. championship.)

Entrance fee, \$1.00. Close with Anton Hulman, Secretary.

PITTSBURGH NOTES.

In the face of ugly, disagreeable weather and previous rains a party of seven left the city Saturday, May 28, to carry out the programme of the tour of the Keystone Bicycle Club to Buffalo, N. Y. The Erie Railroad afforded a good means of departure, our first landing place being Girard, Pa., one hundred and forty-eight miles. Four of our seven started on morning train, beginning tour at Conneautville Pa., thus we three began our ride at Girard. Mounting wheels at seven P. M., we ride rapidly out of town, but find road not extra fine, so consume the best part of three hours in making Erie, eighteen miles. At the "Reed House" we found our friends surrounded by a number of Erie wheelmen who made it pleasant for us until midnight. Sunday dawned bright, clear, and with a refreshing temperature. Our party, Messrs. Richardson, Tate, Wilson, McCargo, Swartzwelder, Nevin and McGowin, the writer amongst the number, were ready to start at nine A. M., and led by Capt. Fairbairne, of the Erie Bicycle Club, accompanied by four others of the same club, we wheeled quickly out of the city, our first stopping place being North East, Pa., a beautiful little town, sixteen miles from starting point. Half an hour's rest put us in good shape and again we ride, two miles further on the Erie delegation bid us adieu and turn back. For a pleasant and kindly body of wheelmen, anxious to entertain and A. T. riders we commend the Erie gentlemen as filling the bill. At the State line, "The Gulf," we found two big hills, the first we rode down, the second walked up. Westfield was reached shortly after one o'clock, seventeen miles from North East. A very good dinner was here enjoyed, and then a ride of one mile found us by the roadside under a grove of trees, the Lake in full view, and a fine breeze to make it pleasant. An hour was thus spent, then a wheel. Brocton, famous for its wine cellars, was soon passed. Near this place we met Messrs. Bidwell and Mang, of the "Buffalo Bicycle Club," on a Humber Tandem, they reporting roads fine. Fredonia, N. Y., was decided on as our resting place for the night, fifteen and three-quarters miles from Westfield, making first day's run nearly forty-nine miles. Six o'clock, Monday, found us ready to start, and before us was twelve miles of road to Silver Creek, the equal of which is not to be found in many places. All seemed to desire a fast ride and a rapid pace was set by McCargo, followed by McGowin and the rest, McGowin covering the distance in fifty-seven minutes, McCargo six minutes later, the others within five minutes later. Silver Creek to Bayview, twenty-five miles, was covered by eleven A. M., our tour a-wheel ending there, roads being reported bad we took train at 12:30, and were at "The Genesee," Buffalo, one P. M.

Our second day's ride was thirty-seven miles, a total for the trip of nearly one hundred and four, over what must be nearly the best road in the United States, scenery being good and view of lake fine nearly all the way, and many pretty towns are passed through. Train, eight P. M., from Buffalo and home 7:30 A. M. next day ended a most delightful tour, long to be remembered. Of wheels ridden, four were "New Rapids," two, "Stars," and one "Expert." "KEYSTONE."

The Annual Spring games of the Olympic Athletic Club will be held at the Manhattan Grounds, Eighty-sixth street and Eighth avenue, at four P. M. Among the events is a two-mile team bicycle event, for a silver cup, each team to have four men. Entrance fee \$2 per team. Address, T. J. Powers, P. O. Box 2872. Entries close June 11th.

Postscript, June 8th.—The racers who are clamoring for a meet at Roseville will be glad to learn that I have just received the following from Secretary Willever of the N. J. C. and A. A.: "The tournament on July 4th, under the auspices of the State Division, is an assured fact. There is considerable talk of a June tournament to be given by a syndicate of New York, Brooklyn, and Jersey clubs, with Frank White as one of the leading spirits; but it is possible owing to the lateness of the day, that it will not materialize."



The Ilderan Bicycle Club House.

71 Sterling Place, Brooklyn, N. Y.

THE ILDERAN BICYCLE CLUB'S NEW HOME.

Cycling has made great strides of late in the city of Churches, judging from the great number of wheelmen and the prosperity of our four main organizations, the Kings County Wheelmen, the Long Island Wheelmen, the Brooklyn and the Ilderan Bicycle Clubs. The Kings County Wheelmen are erecting a large club-house, the Long Island Wheelmen's house will be completed in a very short time, the Brooklyn's are about to enlarge their already spacious quarters on St. Felix St., and the Ilderan Bicycle Club—well, this lively and enterprising organization was not to be outdone by any of its sisterclubs. At a special meeting in the old club-rooms on Flatbush Avenue, and Sterling Place, it was unanimously decided to rent a three story frame-house, on Lincoln Place near Sixth Avenue, and to fix the house up to make it suitable for a bicycle club.

The seven gentlemen who originally constituted the Ilderan Bicycle Club at its organization on the 27th day of September, 1884, would not even have dreamt that in less than three years the membership role would contain nearly ten times their number, and would have had to have a severe attack of nightmare to imagine that the club would in '87 have a three-story club house for itself. The original members were J. B. Cruishank, A. D. Seaver, E. A. Wagenfeuhr, W. J. Savoye, T. D. Dodge and our present President, Howard Greenman. In the Spring of the year '85 the membership increased to fifteen, and a room was taken possession of on Flatbush Avenue and Sterling Place. This induced many others to join and the club commenced to thrive. A uniform of bottle-green cloth was adopted, which has been kept until to-day. During the Fall of the year 1886 many more members were admitted, among whom were the disbanded Independence Wheelmen, a young but promising organization. At that time Mr. W. F. Miller joined the club, to whose efficient treasurership the club owes its present financial prosperity, Mr. Greenman, whose conception the club was, and to whom we also owe a great deal, Mr. Calkins, our "sec" and Mr. Miller, brought the affairs of the club into such a prosperous state, that the club was able to leave its old quarters, which had become dear to them, and take possession of the new house on that memorable day, April 29th, 1887.

Messrs. Miller, Bradley, Savoye, Calkins and

Greenman, the first and last being the leading spirits, made the old house rub its eyes with amazement as new wall-papers were applied, the carpenter's tools mercilessly used, and the rooms luxuriously furnished. The house was formally opened on May 14th. An impromptu entertainment was given, refreshments were served, and a band dispensed music by the yard. The club rooms were thronged with wheelmen of other clubs, and all joined in wishing the club success and admiring its enterprise and "go."

The house is twenty-three by thirty-six and has a sixty foot yard. Ascending three or four steps from the sidewalk and entering the front door, we see the wheel-room on the left of the broad hall. The back-room is partly used as wheel room and partly as kitchen. A repair table with necessary tools and with a large amount of lubricating and lamp oil is placed in this room facing the hall, to which this room opens by a door. Ascend a flight of stairs we come to the "edition de luxe" of the club rooms, namely the parlors. They are luxuriously furnished. Portraits of 'cycling events are hung on the wall, the mantle is ornamented with a handsome bronze clock, above which is suspended a small but expensive cabinet; a mahogany table with the club album stands in the midst of the room, over which hangs the chandelier ornamented by the club colors. On the right, near the window, is a piano. The windows and doors are all draped. The back parlor is similarly furnished. At the head of the first flight of stairs, which we have just ascended, on the right, is the bath-rooms, furnished with all the necessary articles, which only the wheelmen, returning from a hot and dusty ride, can duly appreciate.

Ascending another flight of stairs we come to the card, locker, and meeting rooms. The rear apartment (the main and hall rooms) is furnished with lockers and a table, on which the members can have a quiet game of cards. The front room, which is of larger size than the rear apartment, is the meeting room. There are several tables, and on the mantle are all the cycling papers. [These, however, and especially THE WHEEL, are locked away by the janitor when there are meetings.] The yard has a handsome grass plot and vine growing on the fences. This will be an appropriate place for the "boys" to disport themselves during hot afternoons, or to take a comfortable smoke and have a good chat. It will also be a suitable place for noisy members, after they have

been expelled from meetings. On the second floor, next to the front parlor is a hall-room in which a table is set for the convenience of members—light refreshments and temperance drinks, such as beer, are served to members—if they pay for them.

The club, now numbering more than seventy, is well founded on the rock of prosperity. The Ilderans can well boast of two things essential to the welfare of any organization whatever: firstly, harmony; second, the good will and kindly feeling of other clubs, and especially of the Brooklyn Bicycle Club.

The Ilderan Bicycle Club, as a ship sailing through dangerous waters, has reached clear water and is sailing on to its destination,—it is being regarded as one of the prominent clubs of the United States.

At the last annual meeting the following officers were elected: President, Howard Greenman; Vice-President, E. A. Wagenfeuhr; Secretary, R. L. Calkins; Treasurer, W. F. Miller; Captain, W. J. Savoye; First Lieutenant, H. H. Farr; Second Lieutenant, E. A. Hall; Right Guide, E. Hornbostel Jr.; Left Guide, F. C. Farnsworth; Bugler, Percy Seixas; Color Bearer, F. Hawkins; Official Reporter, J. W. Schoefer. E. and H. H.

FIXTURES.

- June 13—Hagerstown Bicycle Club Meet. E. J. McKee, Lock Box 215.
- June 17-19—Vermont Division Meet, Montpelier, Vt.
- June 20-21—Maryland Division Meet, Baltimore Race Meet. R. M. Lockwood, 406 Second street.
- June 25—Kings County Wheelmen's Race Meet. W. I. Amerman, 159 Clymer street.
- June 27-July 2—Annual Fair, Minnesota Division. C. H. Porter, Winona.
- July 1-2—Canadian Wheelmen's Association Meet, Brantford, Ont.
- July 2, 3, 4—Annual Tour, Illinois Division.
- July 4—New Hampshire Division Meet, at Manchester, N. H.
- July 4—Race Meet, Queens, L. I.
- July 4—Lynn B. C. Race Meet.
- July 4—Pennsylvania Division, Annual Meeting.
- July 4—Brookline, Mass., Meet. E. W. Baker.
- July 8-13—Indiana Division Meet.
- July 9-22—Ilderan B. C. Canadian Tour. H. C. Mettler, 71 Lincoln Place, Brooklyn.
- July 12-13—Terre Haute, Ind., Race Meet. Anton Hulman, Secretary.
- July 17—Two Weeks' Canadian Tour. Start from Boston. F. A. Elwell, Portland, Me.
- July 26-28—Ohio Division Meet. Mansfield, Marion, and Springfield.

SCRANTON BICYCLE CLUB MINSTRELS

The members of the Scranton Club had a most successful minstrel show on Thursday, June 2nd. For many weeks the committee have been preparing, and enough interest was awakened in the show to make it a success.

The programme included a stump speech, by John E. Allen, a set of waltzes composed by Geo. N. Rockwell, and a sketch entitled Hop, Skip and Jump, by Charles A. Hartley. A full orchestra rendered a fine programme. The minstrels were as follows:

THE END MEN.

<i>Bones.</i>	<i>Tambos.</i>
Billy Birch,	John E. Allen,
J. R. Schlager,	Chas. S. Ward,
Frank B. Ward,	Duncan Wright, Jr.
H. P. Simpson,	Billy Mack,
J. A. MacDougall,	Wm. Watkins,
James Flynn,	C. A. Hartley.

INTERLOCUTOR.

Col. M. T. Skiff.

THE BUSY WORLD.

Mr. T. A. Smiley has given five hundred lessons this year. Among those he has taught are W. H. Gillette, author of *Held by the Enemy*; Walter J. Lee, *Mail and Express*; Victor Smith, *Tribune*; C. C. Bangs, manager of Chas. Scribner's Sons; C. T. Frost, *Commercial Advertiser*; E. K. Wright, Park National Bank, and many others. Mr. Smiley taught seven hundred men last year to master the wheel, and many of them have sent him letters complimenting him on the completeness of his instruction.

A new wheel exchange.—It is with pleasure that we announce that our friend "Jonah" has embarked in the bicycle business with a club-mate, under the style and title of the Manhattan Wheel Exchange. The members of the firm are John C. Wetmore and W. W. Chester. Their letter, on another page, tells the story completely, and we can only add our wishes for a distinct success. They have secured a seventy by twenty loft at 49 Cortlandt street, where they will make a specialty of selling second wheels as well as new wheels.

Mr. A. B. Barkman, Captain of the Brooklyn Bicycle Club, astonishes the natives with his bark hat. It is cool and light however and other wheelmen will doubtless learn their advantages in time.

Messrs. Peck & Synder are selling a large number of New Mails.

Wenck's Opera Bouquet is so well known all over this country that it would be to paint the lily to praise it. We recommend it to our readers.

Messrs. Adams & Sons, have invented an automatic vender of their chewing gum, in the form of a neat glass case, from which a piece of Tutti Frutti may be extracted, upon propping a nickel into the slit. The company agrees to keep the vender filled, will collect the proceeds and will donate a certain percentage of the profits to the party owning the store or other place where the machine is placed. As wheelmen are all using Tutti Frutti, clubs may be making considerable profit by having one of the venders placed in their club rooms.

Mr. Jens F. Pedersen, loaned five stop-watches ranging in value from one hundred and fifty dollars to four hundred dollars each, to the officials who timed the Inter-Club race.

The growing interest in athletic sports among our people is worthy of all encouragement. But there is one feature incident to contests of skill and strength which is far from satisfactory. A recent occurrence will serve to illustrate our meaning. At the meeting of the New England College Athletic Association at Charter Oak Park, Hartford, last Friday, a prominent young contestant was carried from the field a raving lunatic for the time. He had come in second in the half-mile run, and dropped senseless at the goal. Delirium ensued and he is now seriously ill. His accident was the result of excessive training. The death of Ion Falconer of England from bicycle riding is a still more striking illustration of the same tendency. The desire to excel in certain lines of athletic rivalry causes men of delicate physique to weaken their constitutions by a two rigid habit of life. The fatal excesses of dissipation receive constant attention from orators and writers. The dangerous extremes to which ambitious athletic amateurs often go is a subject seldom discussed, but is worthy of earnest deprecation. Exercise may be abused as absurdly as alcohol or tobacco.—*N. Y. World.*

On Saturday last the Flushing Athletic Club inaugurated its new grounds with a series of games. Among the events was a two-mile bicycle race, which S. E. Gage, Mercury Wheel Club, won in 2m. 52 1/2s. The track is five laps to the mile.

One of most admirable cycling maps we have ever seen is that of the Orange Riding District, drawn by Mr. R. D. Mead. The map is perfect and must be seen to be appreciated.

The Long Island Wheelmen elected sixteen members at their meeting held last Monday night. The average age of the sixteen was thirty-two years; and yet some people will say that wheelmen are boys.

The Crawfordsville, Ind., hundred-mile road-race will be run on Monday.

Lawn Tennis.

CHAMPIONSHIP MIDDLE STATES

AT ST. GEORGE'S, HOBOKEN.

The tournament opened on Thursday, June 2nd. It was very rainy all the morning, but at noon the weather cleared up, the sun came out, and the courts dried rapidly.

Owing to the bad weather prospects there was but a fair attendance. There was a party of ladies from Staten Island, among whom were Miss Robinson and Miss Kitty Smith, both accomplished tennis players, and the Misses Hobarts, from the Washington Heights Lawn Tennis Club, with a number of gentlemen friends. Among the gentlemen who lined the courts were Mr. Beverly Robinson, Mr. Horace Waldo, Jr., Mr. J. Henry Smith, Mr. Robert C. Cornell, Mr. Walter Trimble, Mr. Samuel Campbell, of Orange; Mr. W. T. Lawson, Mr. Bacon, of the Meadow Club, of Southampton, L. I.; Mr. Frank Blackwell, Mr. David B. Gilbert, Mr. Berkley Mostyn, Mr. Hitch, of Orange, and Mr. Stevens of Hoboken.

The play on the six courts began promptly at three o'clock, and progressed according to the draw on Wednesday night. Out of the sixteen entries Mr. Glyn was the only absentee. The handsome silver prize cup was on exhibition in the club house. It was subscribed for by the members of the St. George's Cricket Club and is valued at \$250. The official summary of scores follow:—

FIRST ROUND

Mr. R. L. Beekman, of the Westchester Lawn Tennis Club, beat Mr. H. M. Peters, of the Newark Lawn Tennis Club, 6-2, 6-0, 6-0.

Mr. Samuel A. Campbell, of the Orange Lawn Tennis Club, beat Mr. W. E. Glyn, of the St. George's Cricket Club, by default.

Mr. V. G. Hall, of the St. George's Cricket Club, beat Mr. J. W. Raymond, of the Twenty-third Regiment Lawn Tennis Club, 6-5, 6-4, 6-5.

Mr. H. W. Slocum, Jr., of the St. George's Cricket Club, beat Mr. Fred Mansfield, of the Longwood Cricket Club, of Boston, 6-3, 6-0, 6-4.

Mr. Joseph S. Clark, of the Young America Cricket Club, of Philadelphia, beat Mr. Richard Stevens, of the St. George's Cricket Club, 6-4, 6-3, 6-4.

Mr. E. P. MacMullen, of the New York Lawn Tennis Club, beat Mr. M. G. Post, of the St. George's Cricket Club, 6-5, 2-6, 6-5, 6-0.

Mr. J. A. Smith, of the Crescent Athletic Club of Brooklyn, beat Mr. Morton S. Paton, of the Far and Near Lawn Tennis Club, of Hastings, on Hudson, 6-3, 1-6, 6-5, 5-6, 6-4.

Mr. Howard A. Taylor, of the St. George's Cricket Club, beat Mr. Oliver Campbell, of the St. George's Cricket Club, 6-3, 6-4, 6-2.

SECOND ROUND.

Mr. R. L. Beekman beat Mr. Samuel A. Campbell, 6-0, 6-3, 6-1.

Mr. H. W. Slocum, Jr., beat Mr. V. G. Hall, 6-4, 6-4, 6-4.

Mr. E. P. MacMullen beat Mr. J. S. Clark, 6-3, 6-4. Unfinished.

Mr. H. A. Taylor beat Mr. J. A. Smith, 6-3. Unfinished.

SECOND DAY, FRIDAY, JUNE 3D.

There was a very large attendance at the second day's play. Among those present were Mr. and Mrs. F. M. Taylor, Miss A. W. Caldwell, Mr. and Mrs. C. F. Watson, of Orange; Miss Bartlett, Miss Kitty Smith, Miss Howard, Mr. Morton S. Paton, Mr. and Mrs. Howard Badgley, Mr. R. B. Holmes, Mr. H. Edey, Mr. F. Edey, Mr. R. Newton, Mr. Alfred Mastre, Mr. Jacquelin, Mr. W. Gwynne and Mr. T. Manson.

The feature of the afternoon's play was the brilliantly contested match between Mr. Taylor and Mr. Clark. It abounded with many long protracted rallies, and when Mr. Taylor finally won he received quite an ovation. The match between Mr. Beekman and Mr. Slocum after the two first sets was, comparatively speaking, a tame affair, Mr. Beekman winning with ease. To the surprise of every one the match between Mr. Clark and Mr. MacMullen was won by the former, although two sets were against him over night and Mr. MacMullen had only one point in the fourth set to make him land him the victor.

The summary of the completed second round and third round follows:

SECOND ROUND COMPLETED.

Mr. R. L. Beekman, of the St. George's Cricket Club, beat Mr. Samuel A. Campbell, of the Orange Lawn Tennis Club, 6-0, 6-3, 6-1.

Mr. H. W. Slocum, Jr., of the St. George's Cricket Club, beat Mr. B. G. Hall, of the St. George's Cricket Club, 6-4, 6-4, 6-4.

Mr. J. S. Clark, of the Young America Cricket Club, of Philadelphia, beat Mr. E. P. MacMullen, of the New York Lawn Tennis Club, 3-6, 4-6, 6-1, 6-5, 6-1.

Mr. Howard A. Taylor, of the Westchester Lawn Tennis Club, beat Mr. J. A. Smith, of the Crescent Athletic Club, of Brooklyn, 6-3, 6-5, 6-1.

THIRD ROUND.

Mr. Beekman beat Mr. Slocum, 6-4, 3-6, 6-1, 6-2.

Mr. Taylor beat Mr. Clark, 6-3, 5-6, 6-3, 6-3.

This leaves Mr. Beekman and Mr. Taylor to fight it out in the finals. They will play this afternoon at four o'clock.

The contests played on Thursday and Friday had reduced the tournament down to the last match, the two remaining players being Mr. Howard A. Taylor, and Mr. R. Livingston Beekman. Both these gentlemen belong to a score of different clubs and are considered to be, with the exception of the phenomenal Mr. R. D. Sears, of Boston, the finest players in the tennis world.

Mr. Beekman won three straight sets off the reel and secured the privilege of having his name inscribed on the new \$250 challenge cup. The character of the play was brilliant in the extreme, the second set being closely fought out point by point.

After the two cracks had time to cool off an exhibition game was played between Mr. Beekman and Mr. Clark against Mr. Taylor and Mr. Slocum, Jr., which was won by the former after four sets had been contested. The official score follows:—

Finals.—Mr. R. L. Beekman, of the St. George's Cricket Club, beat Mr. Howard A. Taylor, of the Westchester Lawn Tennis Club, 6-3, 8-6, 6-4.

Exhibition Game.—Mr. R. L. Beekman and Mr. Joseph S. Clark beat Mr. H. A. Taylor and Mr. H. W. Slocum, Jr. 6-2, 6-3, 3-6, 8-6.

TENNIS AT HARVARD

The lawn tennis tournament for the single and double championship of Harvard University was brought to a conclusion yesterday, when the final sets were played. Mr. Lee defeated Mr. Taylor by a score of 5-7, 7-5, 6-0, 6-4 in the singles. Mr. Lee is to play an exhibition game with Mr. P. S. Sears, the single champion.

The Messrs. Sears Brothers won the Spring tournament, and in an exhibition match yesterday were beaten by Messrs. Show and Tailer, the double champions, 8-6, 6-2, 6-4.

The students interested in lawn tennis have subscribed \$150 for the purchase of a college cup, which is to be played for annually for the next twenty-five years. At the end of that time the cup reverts to the collection of college trophies in the gymnasium. In the meanwhile each winner of the annual tournament will have his name engraved on the cup and be given a gold medal in addition to keep.

MIDDLESEX COUNTY LEAGUE TOURNAMENT.

WINCHESTER, MASS., May 30.

The first tournament of the Middlesex County Tennis League was held May 30, on the beautiful grounds of the Wedgemere club. The clubs represented were the Wedgemere, Somerville, Woburn, Melrose, Reading, Lowell and Tufts College. There were twenty entries for the singles and eleven for the doubles. A large crowd of ladies

and gentlemen witnessed the interesting contests. The singles were not finished. E. H. Woods, of Somerville, and Carter, of Wedgemere, will play for the first prize next week, and the doubles were narrowed down to Hemenway and Woods and Lincoln and Raymond of the Somerville club. It will be played off for the first prize at one P. M., Wednesday. Woods and Carter beat all comers in singles, and when the doubles closed on account of darkness Hemenway and Woods had won two sets, and Raymond and Lincoln one set, with the fourth set five all. Two silver cups are offered in both singles and doubles, first and second prizes. The Somerville club showed the finest field of players. The following was the result.

SINGLES.

Preliminary round—Hemenway beat Brown, 6—0, 5—6, 6—1. E. F. Woods beat E. D. Brown, 3—6, 6—3, 6—2. Prentiss beat E. Shattuck, 5—6, 6—4, 6—3. Carter beat R. C. Brown, 6—2, 6—1.

First round—Tyler beat C. H. Shattuck, 6—0, 5—6, 6—3. Hemenway beat Lewis, 6—5, 6—3. E. F. Woods beat Ellard, 6—0, 6—0. Farrington beat Cort, 6—1, 6—0. Carter beat Hunt, 6—0, 6—2. Prentiss beat Blodgett, 6—3, 3—6, 6—2. F. E. Wood beat Taylor, 6—0, 6—0. A. E. Smith beat Bixby, 6—3, 6—3.

Second round—A. E. Smith beat Taylor 6—2, 2—6, 6—3. Hemenway beat F. E. Wood 3—6, 6—3, 6—2. Carter beat Prentiss 6—3, 1—6, 6—3. E. F. Woods beat Farrington 6—4, 6—2.

Third round—Carter beat A. E. Smith 6—1, 6—4. E. F. Woods beat Hemenway 6—4, 6—2.

DOUBLES.

Preliminary round—Bowden and Bowden beat Elder and Carter 5—6, 6—4, 6—3. Brown and Prentiss beat Bixby and Irish 5—6, 6—5, 6—2. Hemenway and Woods beat Richards and Brown 6—0, 6—2.

First round—Hemenway and Woods beat Conmock and Farrington 6—5, 5—6, 6—4. Brown and Prentiss beat Bowden and Bowden 6—4, 6—4. Lewis and Davis beat Dowsey and Farnham 6—1, 4—6, 6—0. Raymond and Lincoln beat Shattuck and Tyler 6—2, 6—4.

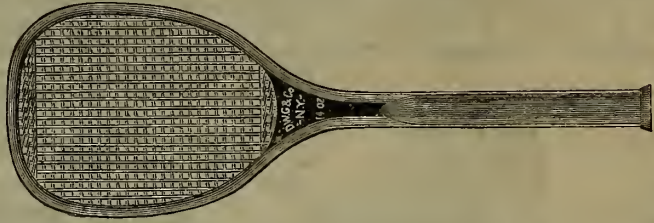
NEW ENGLAND CHAMPIONSHIP.

The New Haven Lawn Tennis Club, which is one of the largest and most popular organizations of the kind in the United States, will hold a tournament, open to all comers, at its grounds on Witney avenue. Monday, June 13th, and following days. The events will be gentlemen's singles and doubles. Prizes will be awarded to the winners of first and second places in the singles, and to winners of the first place in the doubles. In addition to the first prize in the singles the club will offer the "Championship of New England Prize," which must be won three times, not necessarily consecutively, to become the property of the winner. The matches will be best two out of three sets in the trial matches, with advantage games only in the odd or deciding set. In the finals, best three out of five sets will be played, with advantage games throughout. All players defeated by the winner of the first prize in the singles shall have the right to compete for the second prize. The rules of the United States National Lawn Tennis Association shall govern all play; other questions shall be decided by the committee of the club in charge of the tournament, whose decision shall be final. The play will begin at three P. M., on Monday, June 13, and at ten A. M., and three P. M. on the following days. The entries close June 11, with Mr. Arthur S. Osborne, secretary, New Haven, Connecticut. The Committee of Arrangements, consists of Messrs. F. G. Beach, W. L. Bennett, J. W. Bristol, A. S. Osborne, A. L. Ripley and J. T. Whittelsey.

Wright & Ditson's sixth annual lawn tennis tournament will be held at the Wentworth Newcastle, N. H., on Tuesday, August 2, and following days. The trial matches will be for the best two sets out of three. Finals, best three out of five, all advantage sets. All players defeated by the winner of the first prize in the singles and doubles shall have the right to compete for the second prize. The tournament will be governed by the U. S. N. L. T. Association rules. Wright & Ditson balls, as adopted by the National Association, will be used. First and second prizes will be given in both singles and doubles. Consolation prizes will be given in both singles and doubles. An entrance fee of \$1 for singles and \$2 for doubles will be charged. Entries will close on Saturday, July 30. Address all communications to Wright & Ditson, 580 Washington street, Boston.

The best RACKET made is the "ASSOCIATION."

It is the most perfect in shape; it has the best stringing and is the finest in finish. Every one warranted. Price \$5.50.



The genuine "SHEPARD" is superior to any racket made except our "ASSOCIATION." The genuine are stamped D. W. Granbery & Co. in full, all others are imitations and of inferior quality. Price \$4.00. Other Rackets from \$1 up. Nets, Balls, Shoes and every requisite for playing the game.

D. W. GRANBERY & CO., Makers & Importers,
20 JOHN STREET, NEW YORK.

Send stamp for Catalogue, containing "an account of the game at Tennis," as played one hundred years ago

YOU KNOW!!!

THAT THE

KINGS COUNTY WHEELMEN

WILL HOLD THEIR

Sixth Annual Race Meeting

JUNE 25th, 1887,

AT THE GROUNDS OF THE B. A. A.

LIST OF EVENTS.

L. A. W. RULES TO GOVERN.

- | | |
|---|---|
| 1. One (1) Mile Club Novice. | 8. One and Four-fifths (1 4-5) Miles Relay Race, Teams of three men; each man to ride three laps. |
| 2. One (1) Mile Ilderan Bicycle Club Championship. | 9. Half (½) Mile Boys' Race. Open to boys of fifteen years or under. |
| 3. One (1) Mile Calumet Cycling Club Championship. | 10. One (1) Mile Ride and Run. |
| 4. One (1) Mile Novice. | 11. One (1) Mile Consolation. |
| 5. One (1) Mile Handicap, open. | |
| 6. Two (2) Miles Handicap, open. | |
| 7. Five (5) Miles L. A. W., N. Y. State Championship. | |

IMPORTANT.—Entrance fee for Relay Race, \$3.00 per team (each team to consist of three men and two substitutes); for all other events 50 cents each. No entry received unaccompanied by fee. Entries close June 18, 1887, with

H. J. HALL, JR.,

159 CLYMER STREET, BROOKLYN, NEW YORK.

Valuable Prizes will be given the winners in each event, and will include Medals, Chronographs, Smokers' Sets, Tables, Lanterns, Parlor Lamps, Jewelry, etc., etc., etc.



KIMBALL'S SATIN STRAIGHT CUT CIGARETTES.

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

14 First Prize Medals.

WM. S. KIMBALL & CO.

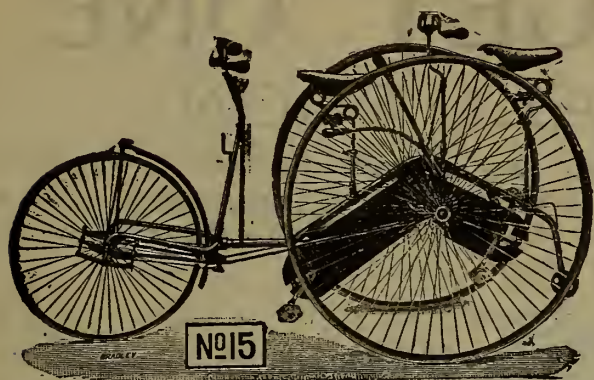
A New Map of the Orange Riding District,

Showing all Towns and Villages, from Milburn and Waverly on the South to Caldwell and Belleville on the North, and indicating 95 miles of Macadam roads, with best connecting thoroughfares, for touring. Size 17x22; Price 50 cents. Printed on heavy bond paper, with pocket cover, \$1.00. For sale by dealers in Newark and Orange, N. J.; or mailed postpaid on receipt of price. Address R. D. MEAD, Box 77, Newark, N. J.

MANAGER WANTED.

A YOUNG MAN WHO UNDERSTANDS CYCLES, AS MANAGER OF BRANCH STORE, STATE SALARY WANTED. WYNDHAM, WHEEL OFFICE.

We have a fine lot of Second-Hand Wheels



MANY FULLY EQUAL TO NEW AT LOW PRICES.

CALL OR SEND FOR LIST.

Specialty in Exchanging 2nd-Hand Wheels

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

We are Sole Agents for New York of the New Rapids, Quadrants and Sparkbrooks.

NEW YORK BICYCLE CO.,

HARLEM BRANCH—NOW OPEN

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RENTING, REPAIRING, STORING.

OUR SPECIALTIES.

The "MARLBOROUGH" Racket, largest playing surface, octagon handle, best gut, excellent finish, \$5.00 each.



The "CLIMAX" Racket, used by expert players, best gut, beautifully finished, \$4.50 each.

DISCOUNT TO CLUBS.

Goods sent by mail if desired.

(Continuation of "Tennis in New Jersey.")

Mr. R. Marsellus and Mr. H. Westervelt defeated Mr. A. E. Thompson and Mr. W. H. Hill, 6-4, 6-4.

Mr. H. M. Swan and Mr. F. A. Marsellus defeated Mr. J. L. Caverly and Mr. G. T. Hollister, 5-6, 6-4, 6-2.

Second round—Mr. H. Westervelt and Mr. R. Marsellus defeated Mr. B. A. Aycrigg and Mr. M. De M. Marsellus, 2-6, 6-2, 6-4.

Mr. F. A. Marsellus and Mr. H. M. Swan defeated Mr. C. Blizard and Mr. A. E. Sengstack, 6-2, 6-3.

Third round—Mr. H. M. Swan and Mr. F. A. Marsellus defeated Mr. R. Marsellus and Mr. H. Westervelt, 6-1, 6-3.

Finals—Mr. F. A. Marsellus and Mr. H. M. Swan defeated Mr. J. G. Sherwood and Mr. D. R. Crounse, 11-9, 5-7, 7-5, 6-4, and won the club's championship in doubles.

GENTLEMEN'S SINGLES.—Preliminary round—Mr. R. Marsellus defeated Mr. C. Blizard by default.

Mr. J. L. Caverly defeated Mr. H. Guthrie, 6-1, 6-0.

Mr. J. G. Sherwood defeated Mr. M. De M. Marsellus, 6-4, 6-4.

Mr. H. Westervelt defeated Mr. A. E. Sengstack, 6-1, 6-2.

Mr. W. H. Hill defeated Mr. C. C. Randall, 6-3, 6-5.

First round—Mr. M. P. Slade defeated Mr. J. G. Sherwood, 6-3, 6-5.

Mr. P. H. Terhune defeated Mr. A. E. Thompson, 6-3, 6-4.

Mr. J. L. Caverly defeated Mr. R. Marsellus, 3-6, last two sets by default.

Mr. H. Westervelt defeated Mr. W. H. Hill, 5-6, 6-1, 6-2.

Second round—Mr. P. Slade defeated Mr. J. L. Caverly, 6-3, 6-1.

Mr. P. H. Terhune defeated Mr. H. Westervelt, 6-3, 6-3.

Third round—Mr. P. H. Terhune defeated Mr. M. P. Slade, 6-5, 6-5.

LADIES' SINGLES.—Preliminary round—Miss Westervelt defeated Miss Swan, 3-6, 6-4, 6-4.

First round—Miss Sengstack defeated Miss Westervelt, 6-3, 3-6, 6-1.

Final round—Miss King against Miss Sengstack, 6-2, 7-9, unfinished.

Genuine Royal Mail Bicycles and Tricycles.



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

DON'T PUT YOUR MONEY INTO ANY WHEEL WHEN THE SAME AMOUNT WILL BUY A GENUINE

ROYAL MAIL,

WITH

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

NO MORE GRIP-TIRES.

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

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SOLE UNITED STATES AGENT.

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BILLIARDS. POOL. BOWLING.

First-class Wines, Cigars, and everything pertaining to a first-class public house.

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Proprietor

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The Celebrated Quaker City Racquet, price \$5.50. Sporting Goods of all kinds at Lowest Prices.

YOU CAN'T GET ONE UNLESS YOU CALL SOON!

As they are nearly all gone. Our special sale has almost cleaned out our stock. Wheelmen appreciate a good thing when they see it. We refer to the **SPALDING BICYCLE**, the special sale of which we advertised March 1st, making a great reduction in the price. We have only a few left, a full list and prices of which we give below

1—50	inch	Enamel, with Nickel Trimmings	-	-	-	-	-	-	-
2—52	"	" " " " " "	-	-	-	-	-	-	-
3—54	"	" " " " " "	-	-	-	-	-	-	-
1—56	"	" " " " " "	-	-	-	-	-	-	-
2—58	"	" " " " " "	-	-	-	-	-	-	-
1—60	"	" " " " " "	-	-	-	-	-	-	-
1—52	inch	Full Nickel Plated	-	-	-	-	-	-	-
1—54	"	" " " " " "	-	-	-	-	-	-	-
1—56	"	" " " " " "	-	-	-	-	-	-	-
1—58	"	" " " " " "	-	-	-	-	-	-	-

All Sizes \$100.00.

All Sizes \$115.00.



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A CHANCE TO SELL AND BUY SECOND-HAND WHEELS.

Manhattan Wheel Exchange,
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BROTHERS OF THE WHEEL:

Feeling that the extent and rapid growth of cycling in this country have created the need of some place where wheelmen desiring a change of mount can sell easily and quickly their machines, we have established a Wheel Exchange, where they can be disposed of at the cost of a small commission. Second-hand cycles are in constant demand. Such a place will attract this class of buyers, and quick sales will be the result. Sellers will have the advantage of liberal advertising, and buyers a wide scope for selection. Sellers will not be obliged to submit to the sacrifice in price demanded by second-hand dealers, and buyers will have a chance at the best bargains.

Confident that our Exchange will supply a want long felt, and soliciting the patronage of our friends in the fraternity, both sellers and buyers, we remain,

Yours fraternally,

WETMORE & CHESTER,

JOHN C. WETMORE, }
W. W. CHESTER. }

Proprietors.

FOR SALE, EXCHANGE, WANTS.

WANTED.—A good second-hand Tandem Tricycle for lady and gentleman. State make and price, and time in use. B. E., 1037 Fulton st., Brooklyn, N. Y.

SECOND-HAND WHEELS.—Where and how to sell and buy them. See advertisement of Manhattan Wheel Exchange in another column.

FOR SALE.—50-inch Rudge, cow-horn, bars, spade handles, Lillibridge saddle, used two weeks, good as new. Price \$85. Box 446, Wappingers Falls, N. Y.

FOR SALE.—Columbia three-track Tricycle of 1885 for \$80. Address "Frank," Box 2826, P. O.

WANTED.—An Expert Columbia Bicycle, 52-inch, half or full nickeled, cow-horn handle-bars; with outfit complete if possible. Address, with full particulars, Alfred T. Ives, 29 Park Row, Room 18, New York.

FOR SALE.—Cunard Tandem, brand new; or will exchange for land near Chicago. Address "L," Wheel Office.

DON'T MISS THIS.—One 50-in. Rudge Roadster, full enamel finish, ball to both wheels, cow-horn bars; good as new; only \$60. W. I. Wilhelm, Reading, Pa.

WANTED.—A good Bicycle, 50 or 52 in., in exchange for New "Winchester" Single Rifle, Semi-Hammerless Shot-Gun, with tools, &c. and cash in equity. Address W. M., P. O. Box 308, New York City.

FOR SALE.—A Convertible Quadrant Tandem. In fine condition; but little used. Can be converted to an excellent single in ten minutes. E. Bryant, Station B, Brooklyn.

FOR SALE.—New 57 in. "Columbia Light Roadster." Also 45 in. "Special Star," nearly new. Best offer takes them. Address W. F. Sherwood, Binghamton, N. Y.

WANTED.—52 or 54 in. Expert. Must be in good condition. Give full particulars. Address G. E. F., P. O. Box 2236, New York, N. Y.

STARS.—We have a number of "Special Stars," sizes 42 to 51 inches; in excellent condition; full particulars on application. New York Bicycle Co., 38 Park Place, N. Y.

FOR SALE.—Rudge Rotary Tandem. Good order. Price \$120.00, with lamp. Also 54 in. Expert, full nickeled; price \$80.00. Also 56 in. Royal Mail; good as new; price \$95.00. J. A. Loucks, 1070½ Bedford Avenue, Brooklyn, N. Y.

NEW YORK WHEELMEN can find good storage for machines and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half a block from L station. Call or address, H. Wimmel, 138 West 104th street, New York.

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

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46 inch Cornell.....	\$ 65.00
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52 inch.....	85.00
52 inch American Club.....	80.00
54 inch Harvard.....	75.00
54 inch.....	75.00
54 inch Standard.....	60.00
54 inch Expert.....	90.00
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56 inch Columbia Expert.....	95.00
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Columbia Tricycle, two track.....	115.00
.....	100.00
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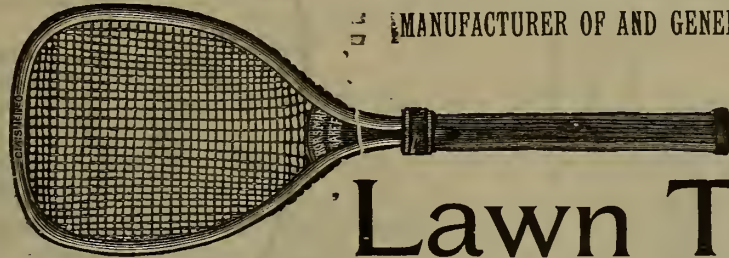
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A 10 CENT CIGAR FOR 5 CENTS.

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Zylonite Collars and Cuffs

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Gents' Collars, 20c. 6 for - - - - -	\$1.10—\$2.00 Doz.
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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.
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3	52	"	92.50	55.00	6	3	2
9	35	Invincible Safety,	135.00	75.00	4	2	2
10	36	Kangaroo Safety,	130.00	70.00	4	2	2
19	50	Standard Columbia,	90.00	55.00	5	4	4
21	46	"	80.00	42.50	6	4	4
25	52	"	105.00	65.00	6	3	2
27	55	Rudge L't Roadster,	156.50	95.00	4	1	4
29	52	Expert Columbia,	137.50	100.00	1	1	1
37	56	Columbia Expert,	142.50	100.00	1	1	1
47	54	Expert Columbia,	127.50	90.00	4	2	4
48	54	Rudge L't Roadster,	140.00	100.00	1	1	2
51	52	American Rudge,	112.50	80.00	4	1	4
57	56	American Club,	150.00	75.00	2	1	2
59	52	Standard Columbia,	92.50	50.00	4	3	5
60	42	"	95.00	60.00	1	3	1
68		Columbia Tricycle,	160.00	70.00	4	1	4
71	54	Columbia Expert,	127.00	80.00	Hif.Nkl.	2	4
78	54	"	130.00	110.00	E	1	1
80	44	"Facile,"	130.00	70.00	4	1	5
81	52	Premier,	105.00	65.00	5	2	4
83	55	Royal Mail,	137.50	85.00	3	1	1
87	55	Spalding Racer,	140.00	60.00	4	1	4
90	52	Royal Mail,	137.50	85.00	3	1	4
91	50	English,	100.00	40.00	5	3	3
92	54	"	100.00	40.00	5	3	3
93		"Otto Tricycle,"	85.00	35.00			
94	34	"Bicycle,	30.00	10.00	5	4	4
95	55	Spalding Semi Racer,	140.00	60.00	4	1	4
96	55	"Racer,	140.00	55.00	4	1	4
98		Sparkb'k Hum. Tdm,	265.00	200.00	4		
99		Col. 2-track Tricycle,	160.00	110.00	4	1	2
106	50	Special Columbia,	120.00	60.00	5	3	4
107	52	Premier,	115.00	55.00	6	3	6
111	50	Columbia Standard,	90.00	50.00	5	4	3
112	50	Special Columbia,	120.00	65.00	4	2	4
113	52	Columbia Expert,	135.00	80.00	3	1	3
116	48	Standard Columbia,	87.50	50.00	3	4	4
117	51	Special Star,	160.00	105.00	4		2
118	48	"	115.00	85.00	3		4
120	54	Imperial Challenge,	150.00	80.00	1	2	4
121	52	Standard Columbia,	100.00	60.00	3	4	4
122	50	Sanspariel,	125.00	85.00	4	2	New
123	52	"	127.50	85.00	4	2	"
124	52	Sans. Light Roadster,	137.50	90.00	4	2	"
125	42	Special Star,	120.00	85.00	4		1
126	52	Columbia Expert,	135.00	85.00	4	1	1
127	52	"	130.00	80.00	4	2	3
130	51	Special Star,	125.00	95.00	3		4
131	51	"	120.00	90.00	4		4
132	54	Columbia Expert,	145.00	90.00	1	2	2
134	52	Standard Columbia,	92.50	50.00	4	4	4
135	56	Sanspariel,	130.00	75.00	4	1	2
136	51	Special Star,	130.00	100.00	1		1
137	42	Standard Columbia,	95.00	45.00	1	4	4
139		Quadrant Tandem,	275.00	225.00	4	1	1
140	54	Expert Columbia,	140.00	90.00	1	2	2
141	54	"	145.00	95.00	1	1	2
142		Col. 2-track Tricycle,	160.00	110.00	4	2	2
143	56	Humber L't Roadster,	140.00	55.00	5	2	4
145	44	Standard Columbia,	92.50	45.00	6	3	2
146	56	Columbia Expert,	140.00	85.00	4	1	1
147	48	"American Star,"	80.00	50.00	5	ball	4
148	50	Standard Columbia,	100.00	57.50	4	3	4
149	51	"Special Star,"	135.00	95.00	3	ball	2
150		Genuine Hbr.T'nd'm,	200.00	180.00	4		4
151	46	Standard Columbia,	103.00	55.00	6	3	2



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18 STYLES OF NORFOLK COATS OF FLANNEL, BATISTE, SERGE, PLAIN AND FANCY DOMESTIC AND IMPORTED CHEVIOTS, CASSIMERES, CORDUROYs, \$5 to \$10. KNICKERBOCKERS TO MATCH, WITH DOUBLE SEATS, \$4 to \$4.50. LONG TROUSERS OF SAME GOODS, \$3.50 to \$5.00. TENNIS BLAZERS IN GREAT VARIETY OF FANCY STRIPES, DOMESTIC AND IMPORTED, \$5, \$6, AND \$7. TENNIS "SWEATERS," BELTS, CAPS, HATS, SHOES AND HOSE. JERSEY SHIRTS IN ALL THE COLLEGE COLORS, AND ANY SPECIAL COLOR COMBINATION SUPPLIED.

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NEW YORK.

IMPORTANT.

When ordering give number and quote description and price; also state second choice in case the first should be sold on receipt of your order.

Any of the above machines will be sent to any address provided \$5 accompanies the order as a guarantee of good faith, the balance to be paid on arrival; with privilege of examination.

Should you not find what you want on the above list, write us stating just what you require and about the price; we have wheels coming in continually, and no doubt can fix you out.

We make a specialty of exchanging wheels, and are general agents for all makes, which we furnish new at catalogue prices.

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NEW YORK BICYCLE COMPANY,
38 Park Place, New York.
HARLEM BRANCH:
124th Street and Seventh Avenue.
Renting, Repairing & Nickeling. Storing Wheels.

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*For Sale, Exchange,
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Twenty-five Words, - - - Fifteen Cents.

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BY TUESDAY MORNING.**J. O'CONNOR,****Practical * Boot * and * Shoe * Maker,****845 SIXTH AVENUE,**

First door from S. W. cor. 48th St., NEW YORK.

All kinds of Foreign and Domestic Patent Dressings.
A full assortment of Custom made Boots and Shoes
always on hand at Reasonable Prices. Orders of every
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LAWN TENNIS SHOES A SPECIALTY.

F. J. W. JAEGER,**Confectioner and Caterer,**

Bonbons, Chocolates, Caramels,

ICE CREAMS AND WATER ICES

OF ALL VARIETIES AND FLAVORS.

MADISON AVENUE, COR. 59TH ST.,

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SPADE HANDLES!Handsome, Strongest, and best Handles in the
Market.

Only \$2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY, Fitchburg, Mass.

ASK FOR THE

WENCKPERFUMES AND TAKE NO OTHER.
Wenck's Opera Bouquet is the latest.**ANDREW GRAFF,**

MANUFACTURER OF

SEAMLESS SHOES.

SPECIALTIES:

Running, Walking, Bicycle, Lawn
Tennis, Foot Ball and Base
Ball Shoes.

339 COURT STREET,

BROOKLYN, N. Y.

Pat. March 2, 1886.



Reg. May 1, 1885.

For practice, SEAMLESS CANVAS RUNNING SHOE,
Light, Strong and Cheap, to order \$3 and 3.50.

Send for Catalogue and Price List.

THE 1887 PATTERN

*** QUADRANTS ***

— Are now Ready for delivery. —

Patrons are requested to order at once and prevent vexatious delay
when rush commences.

THE LATEST HILL CLIMBING RECORD.

The famous WEATHEROAK hill, near Birmingham, Eng., which though often tried by various Bicycles and Tricycles, has never been surmounted except by MR. ALFRED BIRD, who on Saturday, Feb. 28th, and on the following Tuesday in the presence of witnesses, successfully rode a QUADRANT ROADSTER TRICYCLE No. 8, geared to 54, *with ordinary cranks and handles* from base to summit without a stop. Many attempts had been made by others, and since Mr. Bird's feat, scores of famous road riders and hill climbers have tried to reach the top on other machines, *but without success*. This marvellous feat proclaims the Quadrant the

BEST HILL CLIMBER OF THE AGE,

and its as yet unapproached record of a mile on the road in 2 min. 38 sec. establishes its claim to speed and easy running.

Send for Catalogue.

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

The Marlboro Club Tricycles

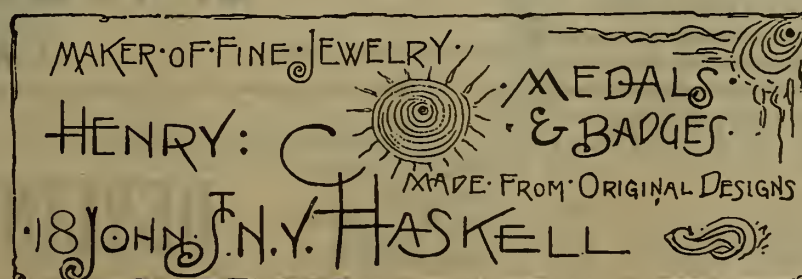
—AND—

The Marlboro Tandems

* WERE * THE * SUCCESSFUL * MACHINES * OF * 1886. *

Send for Catalogue of 1887 machines containing
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Bicycles. STAR Tricycles.

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

REPAIRING QUICKLY DONE.

**CARPENTER'S AUTOMATIC
LACE BACK BRACE.**

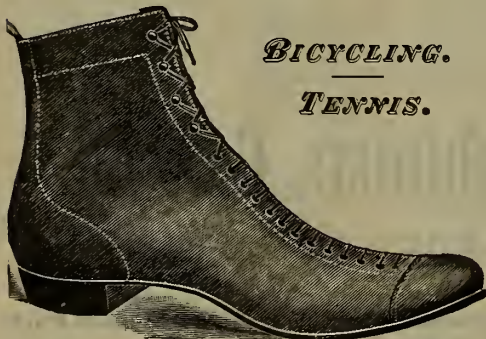
New. Novel. Handsome.
Durable.



No Harness.
Comfortable because
avoiding all strain on
shoulders or
trousers.
Round
square, or
sloping
Shoulders
equally well
fitted and
no slipping
off shoulders.
Pat'd
in England,
France, Can-

ada and U. S.
Samples mailed on receipt of price, 75c.,
\$1.00 and \$1.50. Ask your dealer for them,
or send to C. C. CARPENTER, 557 & 559
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**CAN YOU TAKE
THE WINK, OLD BOY?**
Keep your wheel in
good running order
Your bearings free from
grit and
properly adjusted.
CELE BRUSH TOOL
ADJUSTS BEARINGS; TIGHTENS SCREWS,
REMOVES DIRT WITHOUT WASHING.
Should be in every Wheelman's Tool-Box.
BY MAIL—75¢
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TENNIS.**

NORMAN & BENNETT,
133 Oliver St., Boston, Mass.
Manufacturers of SPORTING SHOES.
Ask your Dealer for these Shoes and take no other.

A RARE CHANCE.

Outing,	\$3.00
Bicycling World,	1.00
The Wheel and Recreation,	1.00
American Wheelman,	.50
Wheelmen's Gazette,	.50

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Mailed, post-paid, for one year for **\$4.75**

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REPAIRS.
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HIRING
LOCKER ROOM
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Agents for SINGER'S WHEELS, and KING SAFETY. Call and see the MARLBORO SINGLE and TANDEM TRICYCLES. Wheels Bought, Sold and Exchanged
Bicycle Suits, Shoes, Caps, Stockings, Sundries, etc.

The Regular pattern of this
Old Reliable Bicycle is \$120 to
\$125.

The Standard Facile, a GOOD,
plain pattern, with balls to front
wheel; price \$88 to \$92.



Facile Lubricating OIL—the
best—25cts.



The Light Roadster Facile,
the easiest running and most
elegantly built Bicycle; 18 rows
of balls; \$132 to \$137.

Even if you think the Facile
"slow," and "simply beastly"
in appearance, and if you
"wouldn't be found dead on one,"
you will NOT lose your cycling
reputation by reading about it, or
even by looking at one.



You can see a Facile, or get a
Price List, at

**33 MURRAY STREET,
NEW YORK.**

Mention this paper.

The GEARED Facile, 40-inch.
speeded to 60; NO chain. Posi-
tively the FASTEST machine
ever built; balls to every bearing,
21 rows in all. Price \$140.



Facile ENAMEL—well-known
and proved to be the best—50cts.



The FACILE Tricycle; neat,
light and comfortable; weighs
only 46 lbs. Simply superb for
ladies. Price \$150.

THIS BEATS ALL!

\$75.

ALL SIZES.

Will buy a brand new hollow fork, weldless steel tube
Bicycle, with ball bearings to both wheels, and modern
improvements; enamel and nickel finish or full nickel
for \$82.50. These machines formerly sold for from
\$125 to \$160, according to size and finish.

\$75.

Will buy a brand new Light Roadster, with hollow
felloes, tangent spokes, balls to both wheels, weight of 50-
inch, 36 pounds. Formerly selling from \$135 to \$160. Also, some
high grade Safeties and Tricycles.

TERMS:--CASH, OR EASY PAYMENTS.

If you want a good machine for little money, do not lose this
chance. Send for List, giving description and testimonials from former
purchasers.

S. T. CLARK & CO.,

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Mention this Paper.

OFFICIAL TAILORS AND OUTFITTERS,

DEVLIN & CO.,

BROADWAY AND WARREN STREET,

MANUFACTURERS OF

Bicycle and Tennis Suits, Caps, Stockings, etc.

Hudson Co. Wheelmen.
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Long Island Wheelmen.
Harlem Wheelmen.
Hudson Bi-Club.

New Jersey Wheelmen.
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Yonkers B. C., and others

The Sensation of 1887!

THE * NEW * MAIL.

The Latest American High Grade Wheel.

WITH TRIGWELL'S BALL HEAD.

Also Our Specialty: Perfection Strengthened Backbone and Forks.

BACKBONE.—Warwick's pattern, new this year. It is well-known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is hand somer and stiffer than theround.

FORKS.—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives very strong rigid forks.

AGENTS.

Schwalbach & Willdigg,	Brooklyn.
Peck & Snyder,	New York.
E. K. Tryon & Co.,	Philadelphia.
Crist & Higham,	Washington.
Hibbard, Spencer, Bartlett & Co.,	Chicago.
Edward Sells,	St. Louis.
Brush, Moore & Co.,	Cleveland.
T. B. Kaercher,	Pittsburgh.

Wheelmen are aware that ordinarily, constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the Balls smoothly, without wear, and **one adjustment** serves for a very long time—for months in fact—and no loosening nor setting up is necessary. There being no friction, **oiling is rarely needed.**



WITH OUR SPECIALTY, TRIGWELL'S BALL HEAD.

Extract from a London letter to the L. A. W. Bulletin, Jan. 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, they tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

Agents Wanted Everywhere

See this Wheel
Before Purchasing.

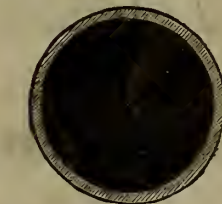
ASK Your Dealer For It.



Handsome
Photograph
OF THE

NEW MAIL

Sent for
14 Cts. in
STAMPS.



Sectional and end view of
back fork end of Backbone.

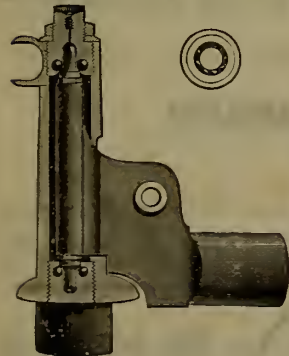
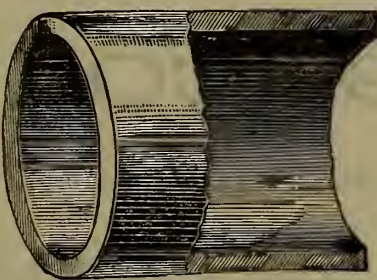
CEMENTED TIRE.

A Superb Light Roadster.

—SEE ONE.—



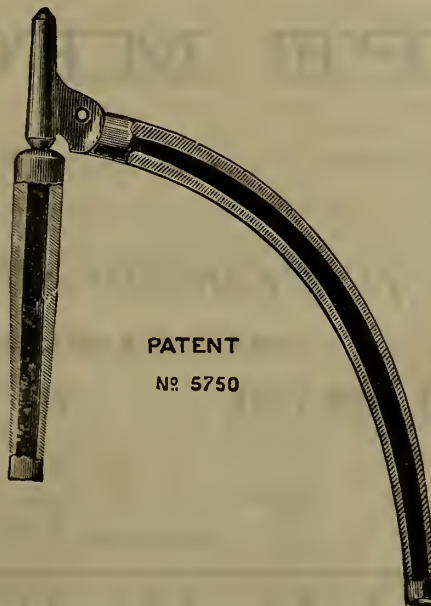
Warwick's New
Hollow Rim.
with thickened bot-
tom. Seamless and
perfectly smooth
outside.



Trigwell's Ball Head. Greatest Modern Improvement.



Sectional and end view showing
strengthened neck end
of Backbone.



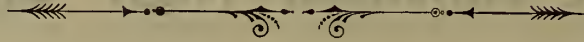
PATENT
No 5750

Sectional view showing Backbone and Forks
when made up: A splendid improvement.

SEND for fully Illustrated Circular of this perfect WHEEL, with full Representation of all Parts.

WM. READ & SONS, Manufacturers, 107 Washington Street, Boston.

"LET OTHERS TRY THE EXPERIMENT."



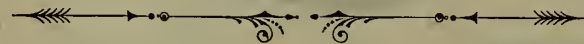
THE COLUMBIAS have been subjected to the practical tests of ten years upon road and path ; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias ; perhaps they are ; it isn't for us to say ; if a wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

FOR INSTANCE, for six years hemispherical steering centres have been used on the Expert Columbia, and on the Light Roadster for three years, a pretty fair test that such an arrangement is the most practical. The ball bearing head hasn't been proved to be better, yet it may be. " Let others try the experiment."

IT HAS BEEN asserted that the various forms of safety bicycles will overrun both continents. For several years safeties have been on the market, yet their increase in use has not been noticeable. Ninety-five per cent. of riders seem to prefer the crank machine. We manufacture safeties ; if you desire one, we should be pleased to have you try the experiment.

IT COSTS CONSIDERABLE to make first-class machines ; Columbias are first-class machines and are sold at respectable prices ; perhaps as good machines can be sold for much less than our prices ; " Let others try the experiment."

It may be a paying investment for the wheelman to purchase a so-called first-class machine for a seemingly low price, and then again it may not be, the wheelman can try the experiment.



POPE MFG. CO.

ALBERT A. POPE, PRESIDENT.

EDWARD W. POPE, TREASURER.

Principal Offices: 79 Franklin Street, cor. of Arch, Boston.

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Where he will carry, as heretofore, a complete Line of Bicycles, Tri-
 cycles and Cycling Accessories. Purchasers will consult their interest by
 visiting or writing to him. Store open evenings until 10 o'clock. Electric
 Lights. Fine macadam to Door, Telephone, Orange, 111, Lock Drawer 1010,