

AND RECREATION.

Vol. XIII.—No. 6.]

NEW YORK, NOVEMBER 4, 1887.

[Whole Number, 318.

Good Men on Good Wheels Put the Records Where They Stay!

It is about a year now since Stillman G. Whittaker made the following set of World's Records, on the Crawfordsville Course, viz.:

10 Miles in 29m. 1 3-4s.

20 Miles in 59m. 35 4-5s.

100 Miles in 6h. I I-2m.

And these records have stood ever since, notwithstanding the fact that the competitive trade have done their utmost to acquire them.

While other manufacturers have built special wheels for this purpose, which differed materially from those they offered the public, all of our performances have been on the identical wheels listed in our catalogue, and we claim, therefore, that they are remarkably significant and demonstrate unquestionably the

EASY RUNNING QUALITY OF OUR BEARINGS.

Then that performance of Frank Dingley's on the Lynn Track:---

100 Miles in 5h. 38m. 44 1-5s.

Being 25 minutes better than the American Record and 11 minutes better than the English Record.

Quite a number of attempts have since been made to lower this by other makers, all of which proved to be failures.

We think the above is ample evidence to convince the most skeptical and to efface any impression to the contrary caused by the false statements of our traducers. Respectfully submitted,

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

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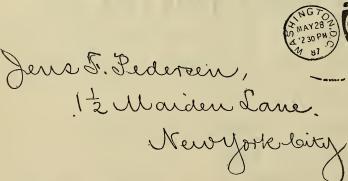
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NEW MAIL, THE WHEEL OF PERFECTION. Sole Agent for Long Island.

Large Stock of Boys' Wheels. Competent Teachers. Fine Track, Storage, Renting, Етс., Етс.

> CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn.



In Hat Store, up stairs.

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STRICTLY Original Designs POPULA? PRICES.

Correspondence Solicited.

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

THE STAR.

OFFICIAL BUSINESS.

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

TIME.

I. H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53
2. C. A. Stenken, H. C. W.,	STAR,	1.33.57
3. E. Valentine, K. C. W.,	Columbia,	I.34.34
4. H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49
5. W. F. Caldwell, E. W.,	Columbia,	1.37.02
Roseville, N. J., Jul	У 4ТН.	
STAR first and second in 1-mile Nov	vice.	
" second and third in 1-mile		PIONSHIP
" " " " 2-mile	e " "	
NEW CASTLE PA., JULY	4, 1887.	
STAR WON Hill-Climb		
" " r-mile Ope	en.	
" " 2-mile Ope		
" " 3-mile Lap		
DETROIT, MICH., JULY		
STAR WON 3-mile L. A. W	7. Champions	ship.
		~ ~

NAME

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

WILKESBARRE, PA., JULY 4, 1887. 1-mile Novice. STAR 2-mile 6.45 Class. WON ½-mile Boys' Race. 1-mile STATE CHAMPIONSHIP. FIVE FIRSTS: TERRE-HAUTE, IND., JULY 13, 1887. STAR FIRST in 1-mile Open. in 1-mile Class. in 2-mile STATE CHAMPIONSHIP.

ST. Louis, July 10, 1887. THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Victor, settles the question as to which is best machine for such roads. Greenwood won easily. Stone "dropped out" at 46 miles.

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

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Environs of N. Y. City.

Scale, 1-4 Miles to 1 inch

Compiled from the New Jersey State Geological Survey, the U.S. Coast and Geodetic Survey, Local Surveys and other authentic sources.

Size 3 2-3 ft. x 4 1-2 ft.

Mounted on Rollers, or Dissected to fold up in smaller compass.

This Map shows the Railways, Wagon Roads, Cities, Towns, R. R. Stations. Villages, Lakes, Ponds, Rivers, Streams, Mountains, Valleys, etc., in a style unequaled for distinctness, legibility and correctness. The Index is complete and renders it an easy matter to find any desired locality.

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ALCOHOL

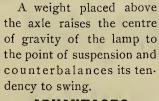
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SPIRITS OF TURPENTINE, ROSIN, ETC.

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Tables, celebrated for fine workmanship, quickness and durability of cushions. Prices low and terms easy. Send for Illustrated Catalogue. Factory and WAREROOMS *^5 5*3T 9th St., N, Y.

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ADVANTAGES

ITS USE.

It secures a steady light upon the track.

It prevents lamp from going out on rough roads.

It prevents spilling of oil from the cup.

It is ornamental to either nickel or black wheel, weighs less than half-apound, and can be attached to any lamp in fifteen seconds.

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

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1406 New York Avenue, WASHINGTON, D. C. who will mail a sample, postpaid, for one week's trial, upon receipt of price.

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Bicycles, Tricycles,

TANDEMS.

Reduced Price-List.

KEY TO DESCRIPTION.

FINISH,-"1" Full nickeled. "2" All nickeled xcept rims. "3" Wheels enameled, balance nickeled. '4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or

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

cone to rear, plain pedals.

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

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No.	Siz	e. Name.	Cost.	Price.	Finish	sea	Jon
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256	50	Col. Std.,	150.00	70.00	1	1	5
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THE

10-Mile Road Race,

AROUND DRUID LAKE, BALTIMORE,

Competed for by teams of 5 men each from the Maryland Bi Club, the Balto.

Cycle Club and the Rambler Cycle Club, all of Baltimore,

Won by the Maryland Bicycle Club Team,

ALL BUT ONE OF WHOM RODE

NEW RAPID BICYCLES.

THE FIRST MAN IN WAS H. L. KINGSLAND, RAMBLER CYCLE CLUB, RIDING A

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IN THE MARVELLOUS TIME OF

30 Minutes 44 Seconds.

THE FASTEST TIME EVER MADE IN A ROAD RACE.

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F. P. PRIAL, Editor and Publisher, 23 Park Row,

P. O. Box 444.

New York.

RALLY ROUND CANTOR.—The Hon. Jacob A. Cantor, who is a candidate for Senator from the Tenth District, New York City, is being considerably pushed by his opponent. Mr. Cantor worked heart and soul for the passage of the Liberty Bill. It is possible wheelmen may need the services of a talented man like Mr. Cantor, in the next Legislature, to hold the advance they have already made, or to secure additional beneficial legislation. for Mr. Cantor's election. The Harlem Wheelmen and the Morrisania Wheelmen should personally interest themselves in the work. Let this be their motto:

SENATOR.

For Senator,

For the Tenth Senate District.

JACOB A.

THE CASE OF KLUGE. - We learn with astonishment, not unmixed with amusement, that C. E. Kluge will ride in the Inter-Club contest under protest. The fact is that Mr. Kluge either is or is not eligible to compete in this race, and it is the business of the Association to determine whether he is qualified to ride or not. It is true that men are allowed to compete in races, under protest, but this is only permissible when the objection is filled just prior to the contest. In the present case, ample notice has been given of the objections to Kluge's entry, and there is ample time to dispose of the same. If Kluge is allowed to ride in the race under protest, and should win, the fact that the protest was afterwards sustained would not de-tract from the glory of his victory. On the other hand, the club and individual to whom the prize hand, the club and individual to whom the prize might be afterwards awarded, would not hold a clear title in the popular mind. The merits of the case are, of course quite another thing. It seems to us that Kluge, while he may have been a promateur, as per the ruling of the Racing Board, never ceased to be a member of the Hudson County Wheelmen, for there is no clause in its constitution, nor is there in the constitution of any chub in this country, which prohibits a promateur chub in this country, which prohibits a promateur from enjoying the privileges of its membership. The fact that during his suspension Kluge never acted contrary to the spirit of the amateur definition, and that the Racing Board has recently whitewashed him, thereby stamping the action of the previous Racing Board as unjust or at least unwise, are mitigating circumstances. These men or clubs who preach amateurism should be pleased that so good a performer as Kluge has been saved to amateurdom, and they should rather welcome him than otherwise. It would be far more sports-manlike that no protest should be lodged, so 'that the winner of the road race might justly entitle himself the "champion."

"Who is Cooley, anyway?" coolly asks our contemporary, the Bicycling World. Cooley is a gentleman, a medical gentleman, by the way, resident of Plainfield, New Jersey. Further than this we know nothing, care less; but the fact that the New Jersey Division gave him its the fact that the New Jersey Division gave him its Chief Consulship, is, for us, sufficient endorsement that "Cooley" is somebody. Of course the Racing Board put its foot in it by recommending so severe a road racing policy; but this was the Racing Board's work, not "Cooley's." Besides this, the Racing Board found its bill on the majority opinion of the "Cabinet," which favored a prohibitive policy. Blame not "Poor Cooley!" nor the Racing Board the Racing Board.

FOR SENATOR, TENTH DISTRICT, HON. JACOB A. CANTOR.

The Tenth Senatorial district includes the whole of Central Park. It extends from Thirtieth street on the south to the Harlem River on the north, and from Third avenue on the east to Eighth and from Third avenue on the east to Eighth avenue on the west, excepting that portion of the district lying north of Eighty-sixth street, which is bounded on the east by the Harlem River. Nearly all the wheelmen in New York City, who reside north of Thirtieth street, and east of the centre line of Eighth avenue, are residents of this district. Their strength is regarded as a political factor in the election which is to occur on next Tuesday, and great interest is felt in the question whether the wheelmen of New York will add force to their opinions, by giving political aid to their political friends. The "Central Park district" is the battle ground upon which this question is to be decided. Jacob A. Cantor has been a member of Assembly from this city for three successive terms, and his record is that of a courteous, able, and scrupulously honest representative. He is to-day, as he has been since the day when he introduced the "Liberty Bill" in the Assembly at Albany, an active and uncompromising advocate of wheelmen's rights. He has done more to advance the interests and establish the rights of wheelmen than has ever been done by any legislator in this country, The wheelmen's opportunity to recognize this ser vice is now at hand, but more than this, it is quite a settled fact that an attack will be made upon the Liberty Bill at Albany during the coming Winter, and in such event Mr. Cantor's assistance will be

To put the whole matter in a dozen words, a vote for Mr. Cantor is a vote for the bicycle. The wote for Mr. Cantor is a vote for the biefold.

men who opposed the Liberty Bill will oppose
Mr. Cantor, and his defeat will be a defeat for the
P.

TWENTY-FOUR HOURS' ROAD RACE.

W. A. RHODES THE VICTOR.

The twenty-four hours' bicycle road record, promoted by the *Bicycling World*, was started on Monday afternoon at 3 P. M.

The course, which is 20½ miles in length, reaches from the Faneuil House, Boston, to the

vicinity of Chestnut Hill Reservoir.

The competitors in the race were: W. A. Rhodes and R. A. Neilson, both riding Victor wheels, and S. P. Hollingsworth on a Columbia. P. J. Berlo, of Boston, who had also entered, failed to start.

The men were sent away promptly at 3:13 P. M. Neilson and Hollingsworth reached the twentiethmile post together, their time being I hour 35 minutes; Neilson finished the first lap about two minutes ahead of Hollingsworth, Rhodes ten

On the third lap, while Neilson and Hollings-worth were riding together, Neilson's wheel caught in a rut in the road, causing a header. Neilson struck his knee on a stone, cutting it severely, and throwing himself out of the race. Hollingsworth rode leisurely along thinking he was the only man in the race; but Rhodes soon dashed up, and they rode together, On the fourth lap Rhodes quit at three miles. After a brief rest Rhodes started in again, rode one circuit, and then quit for good. At 6 A. M. Hollingsworth was the only man riding, and as he was eighty miles ahead, he was allowed to stop. The weather was very cold, and it was impossible to make a record performance.

The times made in the race were as follows:

of miles first lap, Neilson and Hollingsworth, 1h. 31m.; Rhodes, 1h. 35 m.; second circuit, Hollingsworth, 1h. 35m; 41 miles, 3h. o6m; third circuit, Hollingsworth, 1h. 40m.; fourth circuit, 1h. 35m.; fifth circuit, 1h. 34m.

The officers of the race were: Referee, Dr. W.

G. Kendall, of the Boston Bicycle Club; starter, A. Kennedy Child, of the Boston Club; judges, George L. Haynes and R. E. Bellows, of the Dorchester Club; checkers, H. A. Lemhard and Mr. Fourdrinier, of the Bicycling World.

THE LONG !SLAND WHEELMEN.

THEIR NEW CLUB HOUSE.

Over ninenty members of the Long Island Wheelmen, mounted upon bicycles, tricycles and tandems, fell into line on Brevoort Place. Brooklyn, on Saturday last, to parade in commemoration of the opening of the new club house on Bed-ford avenue. Riding to Prospect Park, a club photograph was taken at the Flower Garden, after which the club returned to Bedford avenue, halting opposite and in front of the new club house. Wheels were stacked, the trustees marched to the front and centre. Captain Luscomb gave five blasts upon the whistle, and simultaneously President Share opened the door, leading the trustees into the house and the club flag was run up to the top of the flag staff.

Then ensued a manifestation of enthusiasm.

For fully ten minutes the cheering was incessant. Old and dignified members were swinging their caps in the air and shouting with an utter forget-fulness that they could count back forty years or

more of existence.

Happiness was everywhere apparent and the club seemed infinitely satisfied with its new home.

In the parlor, President Share welcomed the members to their permanent home, placed before them a concise statement of the condition of the club and its present status among wheeling organizations in this country. Captain Luscomb followed with a few remarks from the Road Department, and Vice-President Bradford in a brief address eulogized Trustee Mabie for his earnest and faithful labor in the course of the construction of the club house.

After the speeches, the members started upon a tour of inspection through the house, which is now in habitable condition, and only needs a few finishing touches to make it complete in every respect.

The parade on Saturday was the formal entry into possession by the club. The opening or house-warming will take place on November 23, the fifth anniversary of the formation of the Long Island Wheelmen.

The house is perfection as a wheelmen's club house. Every detail has received careful atten-

tion, and the necessities and comforts of the bicyclist amply provided for.

The building architecturally is the most impressive structure in the neighborhood and is an ornament to the city, while the interior fitting and decoration is elaborate and tasteful in a high degree.

The gas fixtures and metal work throughout are oak; while in the huge fireplace in the parlor, a pair of old-fashioned brass dogs bear up the great blazing logs of the open chimney of houses of olden time.

The oil finish of the floors not having been fully completed and dried, the rugs and portieres were not in place. The walls and ceilings are finished in Lincursta-Walton in new and harmonious shades. The frieze in the parlor and reception room is a design of interlacing branches, wrought out in wood color and filled in with a golden burnish which makes the effect novel and rich.

The prevailing color in the parlor is light salmon harmonizing well with the sunlight effect through the stained glass transoms over the windows in

In the reception room, light slate blue is the solid color, the gold in the frieze making this one of the most beautiful rooms in the house.

The silk chenille portieres, especially made to fill the space (fourteen feet or more) between the parlor and reception rooms, combines in its design the tints of the two rooms, thus producing an artistic effect, most pleasing to the eye.

In the locker room, a deeper shade of blue colors the walls, while in the billiard room, which is the lightest room in the building, a terra cotta red with a consistent frieze in which the heavier color is gray, is the style of decoration. The wheel room has been given a light orange or buff tint, producing a bright effect.

Opalescent globes in the latest designs and shades adorn the gas fixtures, and intensify the rich harmony of the mingled colors employed in the

decoration.

When the upholsterers and decorators shall have completed their work and the numerous

portieres, rugs, ornamental furnishings, and the many incidental fittings which go toward adorning a house, shall be in position, the club house of the Long Island Wheelmen will be a comfortable and luxurious home, and he who is numbered in its membership is a fortunate wheelmen indeed.

THE LONG ISLAND WHEELMEN.

LODGED IN THEIR NEW HOUSE.

The wheel has come to stay.

There is nothing new in this assert:on.

. In fact, we think it has been written several thousand times, and as an emphatic expression of opinion, is not only popular with the editor of the leading cycling paper—the entire press fraternity claim that distinction—but also with the backwoods correspondent.

Nevertheless, the permanency of wheelmen was never so vividly impressed upon us as upon Sat-urday last, when we visited the Long Island Wheelmen's new house, into which they had moved

in the afternoon.

Of the farewell to their temporary quarters; of their run to the Park; the large attendance; the polished wheels; the spick and span and slick wheelmen; and of the brave show they made; how the flag was run up as the captain entered the portals, and the three times three with which they welcomed themselves; of all these things "Fossil" will tell you.

It was a day of triumph for Fossildom.

Some of the unthinking men of Brooklyn's younger clubs take extreme delight in dubbing the L. I. W. the "Fossils," and yet the "Fossils" got there in

good form.

And this reminds us that if we were building a dictionary, we should describe the cycling Fossil as a very superior order of being. The Fossil rides carefully, comfortably. He sees less of the road sruface than the callow MacScorcher whoh as christened him "Fossil" but of the pleasure of various combi nations of nature on the road side, he drinks a deep draught. His nerves are not jarred and jangled in a wild chase after miles and he does not return home as enervated as a dish-rag. In short, the Fossil is generally a man who loves life and who is intelligent enough to know how to enjoy and lengthen the same.

But to return to the club-house. Shortly after ght we arrived at the building. It is situated eight we arrived at the building. It is situated on Bedford Avenue, a macadamized street leading to Prospect Park and the riding district, and along which a large number of wheelmen ride every day. A drawing of the house, with a complete description, bristling with architectural technicalities, was published in THE WHEEL of May 20th, so that it is but necessary here to give a general idea of the house as it strikes a visitor. eral idea of the house as it strikes a visitor.

A smooth wheel runway leads from the curb up to the entrance; this is doubled-doored, forming a sort of vestibule, opening into the wheel-room. This vestibule is lighted with a square cut-glass lantern, giving the entrance a stylish appearance. The wheel-room, with its oiled and polished surface, occupies the entire ground floor. There are every conveniences for repairing, cleaning, stor-

From the wheel-room an oak staircase leads up to the second floor, which is divided into a reception-room and parlor. The entire front of this floor forms the parlor, giving a room forty feet deep. In the south wall is an old-fashioned tiled fireplace, crowned by a massive oak mantlepiece. In the rear of the parlor, separated from it by portieres, is the reception and reading-room. This of the reception-room are two small apartments to be used as card-rooms and as ladies' dressing-rooms, upon social occasions. The gas fixtures in this room, as indeed throughout the entire building, are artistic, and make a very pleasant impression.

On the third floor are the billiard room in front,

On the third floor are the billiard room in front, and the locker room in the rear. Off the billiard room is the balcony, giving a fine view of the street, and of the beautifully wooded Brevoort estate, which lies directly opposite.

The house is as yet almost bare of furniture, but the work will be rapidly pushed forward, and it is expected that the rooms will be entirely complete by November 23d or thereabouts, when a

it is expected that the rooms will be entirely complete by November 23d or thereabouts, when a house warming will be given.

It is impossible for us to describe the beauties and conveniences of the Long Island Wheelmen's new house; it must be seen to be appreciated, and doubtless wheelmen who visit Gotham will not fail to run over the big bridge and take a view of what is undoubtedly the most complete and convenient cycle club house in this country.

WORLD'S TWENTY-FOUR HOUR ROAD RECORD.

S. G. WHITTAKER RIDES 323 MILES IN 24 HOURS.

The twenty-four hours bicycle road record has been put up to a niche which it will probably occupy for some time to come. The old record, 305 miles, held by A. A. McCurdy, was regarded as impregnible but it succumbed to Whittaker's

The attempt on the record was made at Crawfordsville, Indiana, on the 27th and 28th, of October. Whittaker cut out a strong pace from the start. Frank E. Dingley, who has just established a new 100 mile path record, paced the record breaker for 280 miles, and is therefore entitled to no

At the 287th mile, Whittaker ran over a skunk, completely odorizing himself. For the first time in his life, Whittaker's stomach went back on him, and he wanted to stop. Cheered on by Dingley, however, he sailed in again, and succeeded in covering 323 miles in 23 hours, 58 minutes, 35 seconds. Whittaker rested but twenty-eight minutes on the journey, and finished quite weak, but this was probably due to the skunk incident. Whittaker who is a member of the Gormully and Leftender who is a member of the Gormully and Leftender.

taker, who is a member of the Gormully and Jeff-ery M'fg Co.'s team, rode a Champion roadster. Several documents have been received by us which sufficiently prove the genuineness of Whit-taker's remarkable record. We publish them be-

OFFICERS' AFFIDAVIT.

CRAWFORDSVILLE, Ind., October 28, 1887. We, the undersigned officials for Stillman G. Whittaker in his 24-hour bicycle ride against the road record of 305 miles made by A. A. McCurdy, do hereby certify to the best of our knowledge and belief that said Whittaker covered 323 miles in 23 hours, 58 min., 35 sec.

REFEREE, WM. F. SCHROEIZER.

TIMERS.
C. L. Rost,
M. H. Insley,
Fred I. Brown,
T. W. Eck, extra timer.

CHECKERS AND TIMERS' STATEMENT.

Checker	r 25 mile post,	W. B. Rainey.
66	271/2 " "	Harry C. Hughes.
**	5 "turn,	R. K. Krout, Jr.
4.6	starting point,	Milan Overton.

STARTER W E ROSERRO

		~		,				•	
	:	Sta	rt,	Octobe	er 2	7, 1887, 1	Р.	M.	
50	miles	in	3	hours	00	minutes	17	3-5	seconds.
105	4.6	"	6	44	44	4.4	22	I-5	"
155	4.4	"	10	"	39	"	40	Ĭ	"
210	"	46	15	4.6	II	4.6	33	2-5	4.4
260	4.6	"	18	4.6	34	4.6		2-5	44
315	4.6	"	23	4.6	12	6.6	•	3.5	4.6
323	4.4	4 €		64	58	"	35		"
J-J			-2		J -		23		

We the undersigned official timers certify that the above time is correct.

Fred I. Brown, M. H. Insley, C. L. Rost, T. W. Eck, extra timer.

ENDORSED BY CRAWFORDSVILLE'S MAYOR.

CRAWFORDSVILLE, Ind., Oct. 29, 1887.

To all whom it may concern:-

This is to certify that the above named gentlemen, who officiated as Timers, Judges, etc., on the occasion of Stillman G. Whittaker's attempt to beat the road record of three hundred and five miles, October 27-28, 1887, are all reputable citi-zens of Crawfordsville, and are reliable and trustworthy in every respect.

BYRON R. RUSSELL, Mayor of Crawfordsville.

THE INTER-CLUB ROAD RACE.

THE TEAMS.

The personnel of the teams entered by the clubs

in the Inter-Club race is given below.

The race will take place on Election Day, next Tuesday, over the course which the Inter-Club Executive have always selected, viz.: the five miles between Irvington and Milburn. The start

the Hudson County Wheelmen will have a formidable addition in the person of Charley Kluge, who rode over the course last May on a tricycle in but a few minutes slower time than was taken by the winning man in the road race.

The question of individual championship, also, is by no means easily solved. Harry Hall will doubtless be as speedy and as strong as last May, perhaps more so, as we learn he has trained very carefully. Charley Stenken, who, many claim, was beaten by superior head work, is pronounced by the talent as speedier than ever before. Of course the participation of Kluge adds a new element. The chances of these three men seem very even, though Kluge's tricycling performance over this course last May rather inclines us

over this course last May rather inclines us towards him as the probable winner.

BROOKLYN BICYCLE CLUB.—G. E. D. Todd, W. S. Mead, W. H. Meeteer and E. D. Williams. Substitutes: N. F. Water and W. J. Kenmore, Jr. ELIZABETH WHEELMEN.—W. H. Caldwell, S. B. Bowman, S. J. Berry, Jr., and F. G. Gilbert. Substitutes: A. C. Jenkins and L. B. Barnett. HARLEM WHEELMEN.—E. I. Halstead, E. C. Parker, C. W. Griffith and E. C. Locke. Substitutes: C. M. Phelps and B. A. Quinn. HUDSON COUNTY WHEELMEN.—C. E. Kluge, C. A. Stenken, E. P. Baggot and E. M. Smith. Substitutes: C. L. Meyers and E. P. Merseles. ILDERAN BICYCLE CLUB.—H. L. Bradley, G. L.

Substitutes: C. L. Meyers and E. P. Merseles.
ILDERAN BICYCLE CLUB.—H. L. Bradley, G. L.
Warner, J. W. Schoefer and W. G. Class. Substitutes: W. M. Richardson and W. K. Cleverley.
KINGS COUNTY WHEELMEN.—J. Knox, L. F.
Wilson, H. J. Hall, Jr., and W. C. Marion. Substitutes: E. Valentine and L. W. Beasly, Jr.
UNION COUNTY WHEELMEN.—W. B. Rhett, E.
R. Collins, A. B. Irving and J. E. Warner. Substitutes: A. Farrington and T. H. Burnett.

ELIZABETH WHEELMEN'S PARADE

RED FIRE-GENERAL ENTHUSIASM- A VERY FINE DISPLAY.

These were the characteristics of the lantern parade projected by the Elizabeth, N. J., Wheelmen, and successfully carried out on Saturday

Early in the evening wheelmen appeared from all the points of the compass, all converging to-wards the E. W. club house on East Broad street. The house wore a decollete lantern dress specially made for the occasion. Without, it made an impos-ing appearance. Within, the bustle of prepar-ation went on continually, the while "Augustus," wrapped in an immaculate apron, dispersed refresh-

By half past eight almost all the participants had arrived, and their illuminated and belanterned wheels made a brave display. At 8:30 Captain Berry gave the order to march, and the line moved

forward in the following order:
Captain Berry, E. W.
Color Bearer Caldwell and Bugler Lukens, E. W.

First Lieutenant Bonnett

First Division Elizabeth Wheelmen. Tricycle Division E. W. Atlanta Wheelmen, Newark, Capt. A. W. Show. 18 men.

Essex Bi-Club, Newark, 6 men. Hudson County Wheelmen, J. C., Capt. Baggot, 13 men.

Ilderan Cycling Club, Bayonne, Capt. Tunison, 20 men and I lady. New Jersey Wheelmen, Capt. Theberath, Sec.

Plainfield Bi-Club, Capt. F. L. C. Martin, 22

Roselle Ramblers, 8 men.

Union County White
H. Burnett, 15 men.
Unattached Riders.
Second Lieutenant Hazard, E. W., Second DiFlizabeth Wheelmen, Sergeant A. S.

Brown, E. W.

Some of the wheelmen went in for elaborate display, and various pleasing combinations of color and light were the result; the rough route and the The race will take place on Election Day, next Tuesday, over the course which the Inter-Club Executive have always selected, viz.: the five miles between Irvington and Milburn. The start will take place about 2 o'clock.

The contest this year as regards both club and individual superiority is much more open than ever before. The Kings County Wheelmen's team, which had been regarded as almost invincible, has been weakened by the withdrawal of such good men as Weber and Valentine. On the other hand,

After the parade, the bicyclists took a short run on the Boulevard, and then returned to the club-house, where refreshments were served. Very few mishaps occurred, and t'e parade was voted a big success. It was nearly midnight before the last wheelman had withdrawn from the scene.

RECORD BREAKING IN ENGLAND.

TANDEM RECORD FROM 11 TO 25 MILES.

On Monday, October 17, at Coventry, F. W. Allard and E. Oxborrow made world's tandem records from 11 to 25 miles. In the first hour, 20 miles 715 yards were covered. Summary:

MILES.						s.				
4	0	2	50	4-5	13.		*o	38	9	
2	Q	5	42		14.		*o	41	6	2-5
3	0	8	37		15		*o	44	2	
4	0	11	35		16.		*o	46	58	2-5
5	0	14	28	1-5	17 .		*о	49	50	
6	0	17	21	3-5	18		*o	52	48	4-5
7	0	20	18	3-5	19.		*о	55	54	2-5
8	0.	23	19							
9	0	2 6	18	3-5	21		* [1	43	
10	0	29	17							
11	*о	32	13		23		*ı	7	50	
I2	* o	35	10	2-5	24		*1	10	51	1-5
					25: -		*1	13	42	2-5
*World's tandem records.										

SAFETY RECORDS FROM SIX TO TWENTY MILES.

On October 19, A. P. Engleheart lowered the safety records from six to twenty miles; distance covered in the hour: 20 miles, 874 yards. Sum-

MILES.	M.	S.		M		
I	2	51 3-5	II	32	24	*
2	5	47 4-5	I2	35	20	*
3	8	41 2-5	13	38	15	1-5*
4	11	39 4-5	14	41	16	*
5	14	36 4-5	15			*
6	17	34 4-5*	16	47	20	3-5*
7	20		17	50	21	1-5*
8	23	31 *	18	53	27	3-5*
9	26	27 4-5*	19	56	22	3-5*
10	29	24 2-5*	20	59	16	4-5*
		World's r	ecords.			

HARRISBURG WHEEL CLUB.

IN ITS NEW QUARTERS-A FINE ENTERTAINMENT.

The Harrisburg Wheel Club, composed of thirty The Harrisburg Wheel Club, composed of thirty intelligent young gentlemen, is a progressive organization. They gave a house-warming reception on Saturday evening, October 29, in their new quarters over King's hardware store, the entrance to which is from No. 3½ South Third street. They have there fitted up a suite of rooms, a handsome parlor and pool-room combined, divided by elegant portieres, which they have fitted up in elegant style. The large hall has been handsomely papered with fine paper of the terracotta pattern, with a frieze below the ceiling of three feet in width and a red and gilt border. The six three feet in width and a red and gilt border. The six large windows have been fitted up with plush curtains, gold colors with red border, and the chandelier in the parlor is ornamented with tri-colored glass globes. The chandelier is in the pool-room and has frosted globes. The parlor will be adorned with a handsome pattern of carpet and suitable furniture supplied. The wheelmen's parade was indefinitely postpored on account of the middle. definitely postponed on account of the muddy conditions of the streets. Indeed an elegant setout, consisting of fine cakes, ice cream, tropical and foreign fruits, and other delicacies were prepared, and about sixty wheelmen with their invited guests partook of the fine treat.

Among the wheelmen from abroad were Messrs. Reeber, of Sunbury, and B. A. Galbraith of Milton, the latter riding seventy miles on his "cycle" over muddy roads yesterday in order to keep his promise. Mayor Fritchey was present, as was also Prof. William P. Chambers, who entertained the company with choice selections on the guitar, There was yould music smoking nool playing and There was vocal music, smoking, pool playing and social chat till nearly midnight, when all retired delighted with the evening's entertainment.—Harrisburg Telegram.

NASHUA CYCLE CLUB'S RACE.

Master, F. H. Thompson, W. H. Blackmar and J. G. Boutelle, scratch. Through a mistake in starting Ingram was started one minute ahead of his time and he kept the lead throughout, finishing first; but the minute extra being added he was placed down the list. The real race was between Mc-Master, Blackmar, Larive and Thompson, no one of whom could gain the lead for over nine miles.

On the last lap McMaster made a terrific spurt and came in barely in the lead. Time, 35 minutes 20 seconds; Blackmar second, 35 minutes 24 seconds, R. V. Larive third, 30 minutes 26 seconds. The judges were H. S. Stevens, E. E. Kimball and C. E. Smith. Timers, F. H. Morgan, H. S. Jones and T. E. McAfee. The many prizes offered were given by the trades people.

ROWE A BENEDICT.

William A. Rowe, the champion bicyclist, and Miss Alice B. Ayers, were united in marriage, Thursday evening, at 7:30 o'clock, at the home of the bride, No. 11 Burchstead place. The ceremony, which was the Episcopal form, was performed by Rev. A. W. Moore, pastor of the Central Congregational Church, in the presence of the immediate relatives of the contracting parties. The bride was charmingly attired in a gobelin blue ottoman silk gown, trimmed with ottoman plush, and wore a corsage bouquet of twenty-one souvenir roses. A reception followed, the young couple receiving congratulations until 9:30 o'clock, when they departed for New York on their bridal they left the house. They will be absent two weeks, and upon their return will reside at No. 85 Mapel street. Among the numerous elegant and costly presents bestowed upon them was a silk costly presents bestowed upon them was a silk plush parlor suite, a gift to the bride from Placide Herbert, by whom she had until recently been employed as book-keeper, and a hand-painted china dinner set to the groom from the Pope Manufacturing Company, of Boston, Mr. Rowe's employers. There were several handsome oil paintings and almost every conceivable article of silver ware. silver ware.

NEW YORK CLUB'S MILEAGE.

The New York Club's mileage is rapidly growing, and promises to reach 25,000 for the year. In the table below only those individual scores are given that either reach a total of 700 miles or more to November 1, or average over 25 miles per riding day:

	-Miles in	1887.	Average
Member.	Oct. Tota	l to Nov. I.	per day.
J. M. McFadden	325	2,678	27 1/8
F. M. Daniels	273	1,963	20
H. M. Archer	315	1,851	21 1/2
J. H. Hansen	204	1,791	21
E. J. Shriver		1,353	311/2
A. J. Patterson.		1,289	18
G. M. Nisbett		1,257	30
W. B. Weir		961	151/2
A. L. Paynter	106	950	17 3-5
E. M. English		910	181/2
F. H. Keily		876	23 2-3
L. O. Macdaniel		823	18
F. W. Kitching.		73I	13 2-3
Geo. S. Daniels.		729	22 2-3
J. O. Jimenis		515	39 9-10
J. B. Řoy		493	29
C. L. Child		440	26
Sundry members		2,822	_

Total 1887, 3,335 in Oct.; 22,432 to Nov. 1.
1886, 1,657 in 9,488 to
1885, 1,503 in 7.634 to

The rule that no riding can be counted which was done before election to membership has made several of the records lower than they otherwise would have been; particularly those of Messrs. Nisbett and Hansen. Sec.

BROOKLYN NOTES.

The entries are in, the officials have been chosen, the details have been arranged and already the great race of Election Day has received a a start. The peculiarity of the coming event is the many gaps left by the non-entrance of men who had heretofore given the races a stamp of unusual interest. Yet in this very fact lies the secret of an undefinable enthysiasm among those directly

Harry Hall to ride for his club. He has spared no trouble to put himself in the best of condition, and had not a weakening attack resulting from a bad cold, rendered him unfit, he would not have been found wenting. Valentine is entered as a substitute on the K. C. W. team, but it is hardly probable that he will ride. Owing to the with-drawal of so many who have been always relied upon, the teams have undergone quite some changes from time to time, but, as finally reconstructed, they stand; Brooklyn Bicycle Club—Todd, Mead, Meteer, and Williams; Kings County Wheelmen—Knox, T. J. Hall., Jr., Marion and Beasley; Ilderan Bicycle Club—Bradley, Schoefer, Warner and Class.

A new feature to be introduced at this contest is the offering of a prize for the club finishing second. It will probably be something in the design of a banner, and as the struggle for second place generally remains undetermined after the winners have made their points, it will make the entire contest an interesting one. Owing to the general belief that Hudson County will win the cup, the eyes fastened upon that banner are already too many to allow of its capture being a question of anything but merit. Of course, the usual medals for first and second individual positions will be

As there may be some who would like to attend the race but are unacquainted with the geographical location of the course, a few suggestions to such might not come amiss. To get there on the wheel, might not come amiss. To get there on the wheel, probably the pleasantest way is to take the D., L. & W. R. R. to Milburn, turn to the left a short distance until Springfield avenue is reached, and then turn left about two miles direct to the starting point near Hilton. By taking the Penn. R. R. to market street, Newark, one can take an Irvington horse car direct to Irvington Hotel, past which the race will be run and whence a fine view of it can be obtained. The race will be started promptly as

obtained. The race will be started promptly as near one o'clock as possible.

Saturday, the 29th of October, found the Long Island Wheelmen in such a happy mood over the completion of their fine club house that it could not resist beaming upon them with the loveliness of a typical October day, not only making their afternoon parade a thing of pleasure, but assisting the photographer to transfer in important form the visages of the members who had gathered to do honor to the occasion. The rapid erection of their club house has certainly shown that the policy of the Long Island Wheelmen is shaped by hands that stop not at labor and minds that surmount the difficulties of an immense undertaking. ALERT.

BALTIMORE NOTES.

BALTIMORE, Oct. 31, 1887. Since the races at Arlington, cycling has not re-ceived the share of attention that is its due at this season of the year. While the captains of the several clubs have called the club runs with the usual regularity, they have as a rule been but poorly attended. With the exception of the prevailing high winds as a drawback, the roads are now in better condition than at any time during the past three months, and, on that account, ought to pre-sent an irresistible temptation to the average wheelman.

The M. S. S. Co.'s 25-mile road race, which was to have been run on the 15th of October, but which was indefinitely postponed on account of the date of the Fall meet being fixed for the same day, will not in all probability be run until next Spring, and it is also a very possible thing that the course will be changed to the drive around Druid Lake. The cup which Messrs. Bosley & How have offered is one of very beautiful design, and of such value as to make its ownership a question of no little importance to the several clubs in the State, which are alone eligible to compete; it is thought that the deferring of the race until the time mentioned would give the teams of the Hagerstown, Westminster, Easton and Ellicotts city clubs a chance to train and get into shape, so that the local teams would not have it all their

own way.

On Saturday morning last the Eutaw Cycle Club, which was organized a short time ago with the following officers: President, C. Holloway; Secretary, William Wilson; Captain, William Raynor, ran the first of the series of the races around David Lake, the distance being about one and one-half miles. Messrs. Raynor, Holloway and NASHUA, N. H., Nov.t.—The annual ten-mile race of the Nashua Cycle Club was held at the Mount Pleasant Riding. Park this afternoon, Clarence E. Jaquith was allowed five minutes handicap start; L. E. Ingram, three minutes; Horace Hill and R. V. Larive, one minute; F. A. Mc-

somewhat shortened he came in an easy winner in about 6:42; considering the age of the contestants, none of whom were over eighteen years of age, and the muddy condition of the road, the

time was fairly good.

The Ramblers have recently placed in their club house a new grand upright piano, and have again rooted out all the available musical instruments left over from last Fall. John Pitts of this club has taken himself and wheel to Colorado Springs, where he will spend the Winter. Lewis Warrington, who at the time of the Citizens race was supposed to be seriously injured, has sufficiently recovered to push his mount at his usual

The Maryland Bi Club have, through Chairman Norris, of the House Committee, issued cards of invitation for the usual Winter season at homes, for which this club is famous. The season opened on the 3rd inst., and will be kept up until the warmer weather of Spring interferes.

Getting back to the subject of club runs, it would appear that some of the wheelmen of this section do not take to this, what is thought to be a club necessity, and are becoming more and more disinclined to take part therein, claiming that the gait that it is necessary to maintain on such occasions, is one that on account of its enforced regularity, becomes irksome, etc. While this may be true to a certain extent, the fact is indisputable that runs of this description are the only thing that will give the men the training that will tend to make the parades and drills, usual before race meets, of anything like an acceptable feature to the public, and it is certainly to be hoped that our wheelmen will take a more active part in the future in club runs, and vie the one with the other as to which club shall attain the greatest precision in the execution of the tactics as laid down by Upton.

WHEEL GOSSIP.

The latest in regard to Howell is that he will come over with Morgan next year.

Two English cyclists have ridden 26734 miles in twenty-four hours on a geared Facile.

Maltby has been astonishing the natives by riding along the sea wall, at Aberdeen.

The Ariel Wheel Club, San Francisco, will hold a race meet on Thanksgiving Day, November 24.

A six-days' bicycle race, under the manage-ment of Senator Morgan, commenced at Edinburgh

Harvard College games, held Saturday, October 29. Two miles bicycle race—O. H. Davis, 6m. 2½s. The previous Harvard record was 6.17.

The Malden Cycle Club will hold a ball November 18, the Chelsea Ramblers, one on the 29th, and the Chelsea Club will pirouette on December 14.

It is reported that the genial, rotund, and hospitable Captain Whitney, Boston Club, will remove himself to California, and engage in sheep-raising.

It is reported that Messrs. Reber & Saich have invented the coming wheel. It will be seen on the road between Irvington and Milburn on Election

Mr. E. L. Davenport, the actor, spent a pleasant night at the Boston Club on Friday last. His entertainers were Mr. J. S. Dean and Mr. Kennedy-Childe.

Messrs. Doane and Benson, of the Dorchester Club, rode last week to Providence, 40 miles, in 3h. 40m., against the wind. Returning, they made a century run in 8h. 10m.

E. C. Hodges entertained some Boston club men on Sunday last, at his shooting-box on the banks of Lake Ponkapoag. Oh, had every club a Hodges, and every Hodges a shooting-box!

As we go to press we learn that the New York Bicycle Club has purchased the lot on which its new club house is to be erected. The location is on West End avenue, midway between Seventyfirst and Seventy-second streets.

Two miles handicap Columbia College games, held at Manhattan A. C. club grounds, Friday, October 28. E. Hornbostel, Jr., Ilderan Club, 7:35. H. Hornbostel, Ilderan Club, captured the one mile run in the excellent time of 4m. 55s.

R. H. Ehlert won a ten-mile match race at Chicago, October 26, from Alfred A. McCurdy, the famous professional "Sar" rider, by a yard. The course, from Drexel boulevard and Cottage Grove avenue south and east to Jackson Park and return, was covered in 32:08.

Mr. Hugh Callan has just made an acceptable addition to the literature of cycling, in the form of a book entitled: "Wanderings on Wheel and Foot Through Europe." It will be remembered that Mr. Callan won the *Tit-Bits* £50 prize with a Baron Munchausenish account of a cycle tour.

Reber & Saich, of Newark, have severed the business relations existing between them and the King Wheel Company of Jersey City and New York, and the King wheel, if the inventor ever tires of experiments and alterations, will be manufactured by some down-east firm. Reber & Saich, besides doing repairing, will go ahead with the manufacture of a wheel which has been invented and patented by a member of the firm. It will be a lever machine, and the weight will range from 17 pounds for a racer to 28 pounds for a roadster.

CALUMET CYCLING CLUB ELECTIONS .- At the annual meeting of the Calumet Cycling Club, held November 1st at the club rooms, 223 Clymer held November 1st at the club rooms, 223 Clymer street, the following officers were elected: President, Robert Mabie: vice-president, C. J. Hanck, Jr.; secretary, J. W. B. Quail; treasurer, Arthur L. Ward; captain, R. L. Jones; first lieutenant, Walter Bonner; second lieutenant, W. G. Hoage; color bearer, Charles H. Madole; bugler, Wm. F. Murphy. Executive Committee—J. G. Davis, J. D. Schuller and George J. Richter. The club has called a "run around the block" for November 6th. The annual run will be to Orange on Election

The Universal Cycling Club, of Brooklyn, already has twenty members, and six applications for membership. Notwithstanding the opinion of a Brooklyn correspondent, who very properly thinks Brooklyn has as many clubs as she could well support, a member of the Universal writes us that they feel confident of success, the officers being all "level-headed young fellows." We wish the club success, but would make one suggestion. The name Universal neither localizes nor characterizes, and the club might be located on the loneliest and rockiest island of Oceanica for all the public might learn from the name Universal. There are a number of appropriate names and combinations without resorting to such hackneyed titles as: Universal, The Ramblers, The Merry Four, The Jolly Five, etc., etc.

ALONG THE MORRIS CANAL.

Jersey is a queer State. In a comparatively limited area it contrives to present a most unlimited variety of topography. East and South—through about all the demain of the ancient proprietors is such a spit of sand as must always make a wheelman wonder why it was created, while West and North the surface is seamed and irrigated by a succession of streams and ranges of hills, which stretch out directly across the routes that any rational man would want to take. It is perhaps because of this peculiar arrangement of the valleys, that Jersey's principal canal has been built on a system of engineering so different from that usually pursued with canals. These ordinarily wind through the valleys, crossing from one to another where absolutely necessary at the lowest possible level; but the Morris Canal boldly climbes over the hills, using inclined planes instead of locks. It has long been a favorite theory of mine that tourists on the wheel should endeavor to follow the canals rather than the railroads, for the former cannot utilize tunnels and cuts as can the latter; and for some mysterious reason, road surfaces are often best along canal routes.

It was in pursuance of my theory that I resolved last week to explore a through route across Jersey by the Morris Canal, having as special stimulus a little business to look after near Easton, an urgent desire for rest after a particularly severe strain, and the glorious October weather. The first section and the glorious October weather. of the journey all wheelmen know only too well. Beginning at Jersey City, the canal crosses the to Newark, where is the first plane to carry the boats from one level to another. Thence to Paterson, the course is along the Passaic Valley always and everywhere a desert of unmitigated sand, except where art has stepped in to correct macadam. Through all its many windings, like some foul snake, the Passaic leaves behind this trail of sand; the only difference between the various sections being that west of the Orange Mountains the sand is white and dusty and east of be used constantly. By this simple device a main is enabled to run up his mileage all the year round. Riders who desire to keep in trim for Spring work would find such a Home Trainer an invaluable aid during the Winter season. It is different from most Home Trainers, in that your own wheel can be used constantly. Price is remarkably low.

the mountains it is red and gummy. Knowing this full well, I decided to join the canal when it had fairly left the valley of the Passaic for that of the Pequannock, and took the Greenwood Lake train to Mountain View. From here a broad high plateau extends to Boonton, across which runsthe canal and almost on its very bank a fair road of rather sandy gravel. In the 10 miles of distance there is hardly a hill to be climbed; and yet the view is not monotonous, for off to the right are the foothills of the Ramapo Mountains, to relieve the scene with their Autumn coat of many colors. Just before we reach Boonton the surface improves so much that hill after hill is climbed with ease. The canal must climb too, and again we find the hoisting engines called into play to drag the boats up to a level that a dozen locks would not surmount.

It is a curious formation at Possets.

It is a curious formation at Boonton. The hill-country fairly begins here; but instead of sloping off gradually, with valleys creeping far back among the hills, a bold series of terraces, down which falls the Rockaway river after its tranquil course along the higher level, descends one after another to the plain in which lies Parsippany. The town is perched on the brow of the highest terrace, and, as may be imagined, the river is magnificent. The wheelman is well repaid for his long climb, and finds, to his surprise, that the road lies along a new plateau where he still follows the canal, with but little variation from a level through Denville and Rock-away to Dover. The scenery has grown more rugged, distant hills shining beyond the narrow boundaries of the Rockaway valley; and until we-have passed Denville, the gravel of the roadbed more often degenerates into sand and stones.

Soon after leaving Dover, a prisk looking little town, I make a fatal mistake. Long experience should have taught me the ignorance of the native, should have taught me the ignorance of the native, but in a moment of weakness, I harken to his advice and take the direct road to Drakesville, instead of keeping to the river valley and canafthrough Port Oram. The native has said that the latter route is a "rough road," but as I have to walk both up and down to cross a small sized mountain in my way, I cannot see that I have bettered myself. Here we cross a fine farming country in the Chester valley, and at Drakesville find ourselves on the threshold of a most serious undertaking—the passage over Jersey's backbone. Myhope that cunning engineers had found some gap is dissipated; the canal again abandons the prosaic habdissipated; the canal again abandons the prosaic habits of canals, in general and resorts to a fresh succession of inclined planes, rising almost to the level of Lake Hopatcong, which lies just to the right. The road leaves the canal to its gymnastics and goes off on its own hook, until it too has surmounted the ridge, and begins to descend into the Musconet-cong valley. As with the young man in "Excel-sior." the shades of night are falling, and the hotel at Stanhope is conveniently near.

PIEDMONT EXPOSITION.

ATLANTA, Ga., October 21, 1887. GORMULLY & JEFFERY MANUFACTURING Co., CHICAGO, ILLINOIS.—GENTLEMEN: The American Light Champion was awarded the first prize and diploma, and we also received first prize for Champion Roadster, Light Sasety, boys' bicycle, girls' tricycle and child's tandem, competing with the Columbias, Victors and New Rapids.

Yours very truly, CLARENCE H. SMITH.

The brick-work of the Kings County Wheelmen's new house is almost completed.

The Long Island Wheelmen will put Brunswicke & Balke billiard tables in their new house.

Proverbs .- Wheelmen thrown to earth shall rise again. Happy is the run that the sun shines on

Kinney Bros', famous cigarettes are found in all the club houses. They are very popular with wheelmen.

We notice the New York Bicycle Co. have a sample Eureka Home Trainer, in which they have placed one of their New Rapid Safeties. It is a capital scheme. By this simple device a man is enabled to run up his mileage all the year round. Riders who desire to keep in trim for Spring work

ARE THE MOST GILLOTT'S STEEL PENS PERFECT.

CONNECTICUTTINGS.

ENGLISH HOTELS VS. COFFEE HOUSES.

The fact is, so many wealthy Americans have gone over there, and of course put up at the first-class hotels, that the landlords have become "spoiled," and mention such figures as scare any one but a millionaire, and if one, for pride and appearance's sake, patronizes them, taking a railroad excursion now and then, which a cycling tourist should not do, he will find the bottom of his three hundred dollar pocket hook sooner than he three hundred dollar pocket book sooner than he expected to. As many tourists here do, in regard to L. A. W. hotels, and as many English cyclers do in regard to C. T. C. houses, we kept away from them as much as possible, and fared as well, from them as much as possible, and lared as well, and a good deal fairer as to price, at the other hotels and coffee houses; and the latter are usually very desirable places, and are justly popular among the large class of wheelmen "who know how they came by their money." We have had every whit as good a bed and room at a coffee house, for a shilling, as we paid 3s. 6d. for at a hotel in Liverpool.

We admit being one of that kind of tourists who

hotel in Liverpool.

We admit being one of that kind of tourists who prefer little display and considerable comfort, and, not being a bondholder, never can feel at home in a hotel where we know that it is only a matter of a little time and we will have to "appoint a receiver." "Boots," as the office boy or man is called, is ever ready to do your bidding, and at your departure stands by with that "paralyzed hand" held out for his "attendance fee," whether he has done more for you than show you to your room or not. His claim for 6d. or 1s. is often based on the shining up of your shoes and often based on the shining up of your shoes and the stabling of your cycle, which you wheeled in yourself, and brought out in the morning.

The employees at the railway stations must have a fee if they do any more than look at a traville.

have a fee if they do any more than look at a traveler, and sometimes get cross and impertinent if their 2d. or 6d. is not forked over for some pretended service which the passenger naturally thought he had paid for when he bought his ticket at the "booking office"—they do not call them ticket offices. Where the word "booking" comes in we cannot well see, but suppose it is all right. We generally had to repeat our request for a night's lodging from two to five times—never less than two, and we spoke distinctly, and in the best English-American we could muster. The hotel people seemed to be very dull of comprehension,

English-American we could muster. The hotel people seemed to be very dull of comprehension, for we made a specialty of plain words slowly spoken, with a view to save repetition, but it was of no use. Maybe our not appearing in the customary "short pipe" had something to do with it. It is univerally worn over there by cyclers, and looks odd and out of place to one from this side, where it is very seldom seen.

They are a nation of smokers

Stamford cyclers look forward to Thanksgiving or any pleasant Sunday, which are about the only times they can get out, many of them. They will persist in riding a mount that is too much subject to the weather and state of the roads, instead of remarks, and there wasn't, either.

one that will go there at about all seasons, and, in consequence, remain at home when they need this exercise and air.
"Clarkie" dashes about town like a visitation of

nickeled lightning on Gaylor's crank-driven Star, and has a way of riding on the back wheel only, in favored situations, as in dress parade on the

Square.
The rails of our tramway [this is English] project in places three inches above the street surface, ject in places three inches above the street surface, if it can be said to have a surface, and are no respecters of vehicles, tearing off wagon wheels or throwing the careless cycler in a free and easy manner—easy, for he usually strikes in the deep mud, and although he doesn't feel hurt, yet his feelings do, and he says over some little psalms and things to relieve the tedium and his mind, as he wades ashore—to the sidewalk

he wades ashore—to the sidewalk.

Now Phil Pathenheimer is a Facile rider and he gets along easier than you doin pronouncing his

Jerman, the Star man, is working up a run for Thanksgiving. We learn that our Star artist friend, Roorbach, of Jersey, is up at Mystic Bridge, Ct., for health's sake; and is improving.

ART.

NEW ORLEANS NOTES.

For the second time within a month New Orleans has been visited by a terrific rain and wind storm, and once more all the suburban lake resorts and the shell roads leading thereto have been under water for several days, and been considerably injured thereby. It is only at such times as this that a wheelman can fully appreciate the advantages of a wheelman can fully appreciate the advantages of a stretch of asphalt pavement. Solid, smooth, and quick to dry, no matter how hard the rain, our five miles straightaway stretch of asphalt is the only thing that enables us to keep our wheels agoing, for even the shell roads require a whole day, or even two, to dry, and our dirt roads not only take four or five days to dry, but they require a great deal of travel before becoming ridable by bicyclers; this "great deal" may mean one week, and again it may mean six. The foot paths on the crown of the levees, however, enable a cycler to make ressthe levees, however, enable a cycler to make reis-onably fair progress two or three days after a rain,

onably fair progress two or three days after a rain, though generally, even they are pretty well peppered with hoof prints.

The rain began with a light drizzle about 5 o'clock A. M., and on the 16th, the Sunday set for the Louisiana Cycling Club's century run, and conthe Louisiana Cycling Club's century run, and continued just long enough to wet the pavement; but 5:30 found a solitary cycler at the starting-point. A wait of a half hour failing to bring re-inforcements, 6 o'clock sees him mount, at the same time mumbling something about "doing it anyway," and he is off. The sky, meanwhile, shows a decided tendency to sob some more, and nearing the five-mile point, its tears commence to drop rather conjously, on the swiftly moving wheelman he copiously on the swiftly moving wheelman; he responds by speaking savagely, then turns rapidly into a side street, and disappears into a house close by, just as the rain comes down in 2:40 all-day-contract style. "No century run to-day, boys," he

The Louisiana club run to West End, which was fixed for the 19th, also failed to come off, owing to the state of roads and weather; but on the 21st, the road to Lee Station being in horrible condition, the club altered its ride for that day to a sugar plantation five miles up the river. The road for two miles was in good condition, but the remaining three miles were pretty tough. An abundant supply of juicy cane, and an inspection of the sugar house, with its complicated machinery, and a good long rest, however, amply repaid for the pull over the tough stretch. This was an impromptu joint run of both clubs, the N. O. Bi. Club, with Tony Evans of the New Brunswick (N. J.) Club in tow, being met with, bound for the same destination.

Although wearing a very threatening appearance all day, the sky held back its tears long enough for the sugar cane eat tendered the N. O. Bi. Club by the Cycling Club to come off on the evening of the 27th. The two clubs met at a stated point and proceeded together to Carrollton, where on a large open pavilion fronting immedia. stated point and proceeded together to Carrollton, where on a large open pavilion fronting immediately on the river, and fringed with a border of shade trees, sugar cane and tobacco rapidly disappeared. Songs were sung, foot races run, "popping the whip" indulged in and a good time had generally for two solid hours.

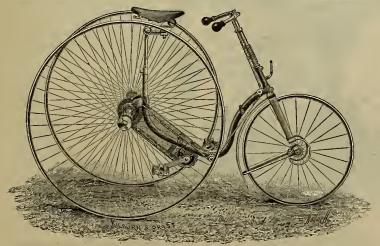
Nothing further has been done towards the advancement of the projected race track. It seems that the grounds where it was intended to locate the course will probably be torn up for other purposes, in the Spring, and of course it would be sheer folly to spend any money there. Chief Consul Hodgson has another plan in view, which, though rather a roundabout way of getting at it, will be pretty apt to get there just the same; all it will require is a little time and patience. The scheme is not yet fully ripe and it will not do to make it public just yet

The N. O. Bicycle Club will give a "donation party" at its new rooms on Saturday, November 5.

Chief Consul Hodgson did not attend the recent Board meet, as was expected, other matters at home requiring his presence. He leaves next Saturday night for the Sheveport (La.) Fair, where he will act in the dual capacity of an exhibitor and official of the cycle races that are to be given by the club in connection with the fair.

There was quite a gathering of cyclers from Boston and vicinity at Corey Hill on last Sunday after-noon to witness the attempt of Harry Sherman of the Lynn Bicycle Club to beat the record in making continuous ascents of the hill. Summit avenue was the locality chosen. The record as made by Al Greenwood not long ago stands four successive ascents and descents without dismounting. Mr. Sherman made the first two ascents with comparative ease, but then began to show evidence of exhaustion, and when half way up the hill on the third trip was obliged to dismount and for the present forego the undertaking, though he was not discouraged and proposes to try again at an early

COLUMBIA TRICYCLES



Columbia Ladies' Two Track,

Columbia Light Roadster,

Columbia Tandem.

Full line of Columbia Bicycles, Tricycles, Parts and Sundries

ALWAYS IN STOCK.

NEW YORK BRANCH

WHEEL GOSSIP.

Indianapolis, Indiana, has no cycle club. Shame on the Indians!

The Chicago members of the Illinois Division L. A. W., will have a run to Pullman on November

G. M. Worden, late with T. G. Conway & Co,. New York agents for the Springfield Roadster thinks of becoming a journalist.

The Columbia tandem seems to be a favorite mount with the Long Island Wheelmen, several of these wheels being in their wheel room.

George D. Gideon has resigned from the Germantown Cycle Club, to devote his entire energies to the interests of the new Tioga Cycling Club, ot which he is a member.

Senator Morgan sends us a photo of a group of English cyclists. taken at Gosforth Park, near Newcastle-on-Tyne, England. Among the group are the Senator and Ralph Temple, both looking very spruce. We are quite well, Senator, and hope you and your party are likewise.

The New York Club will hold its annual fifteenmile road race on Election Day. The start will be made from Yonkers at 11 A. M. The race will finish at the circle, on Riverside Drive. Harris and Nisbett are considered the most formidable competitors. After the race, the club will be photoed, a la group.

Very much in the same way as the relic "fake" is worked on world's battlehelds, is the "Stevens' bicycle" craze nurtured and manipulated. No fair, state, or national exposition is now complete without a dilapidated wheel, labeled as the original wheel npon which Thomas Stevens circumpedaled this planet. The maker who makes a specialty of "relic wheels" should reap rapid reward.

The Indiana Division of the League has \$100 in its strong box. This enormous surplus is burning a hole in the treasurer's pocket, and it is proposed to blow it in on a State meet. Wonder if there are any bad patches on any of Indiana's favorite cycle roads, and if they could be bettered by two months' labor. A pretty good man may be hired nowadays for \$50 per month. Meets are pleasant, but there is nothing to show for them when they are gone; just like so much fog.

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➡ULL DRESS STRAIGHT CUT.

Unquestionably the choicest Cigarette manufactured. Under no circumstances will the high standard of these goods be changed.

These cigarettes, although costing more than others, are well worth the difference asked, and always give the most entire satisfaction.

PACKED .- 20 CIGARETTES.

KINNEY TOBACCO CO., New York,

Successors to KINNEY BROS.

Send 15 cents for sample package.

FOR SALE, EXCHANGE, WANTS.

SALE AND EXCHANGE.—TANDEM TRICYCLE, latest pattern, balls all around, may be used by two ladies, excellent order, cost \$250, sacrifice for \$125, worth \$200, "Tandem," care The Wheel.

TO EXCHANGE.—44-in. 1887 Light Roadster Facile, in fine condition, for a 40 or 42 Special, '84 preferred and cash. Arthur Munson, Stamford, Ct.

TO EXCHANGE -44 Light Roadster, Facile, vintage of '87, valued at \$120, for 40 or 42 regular Facile, '84 pattern preferred, and cash. Arthur Munson, Stamford, Ct.

SLAUGHTER.—51-in. Rudge Light Roadster, half-nickeled, latest pattern, spade handles, lantern and hanger, all good as new, cost \$155. Will sell very low, in fact sacrifice to prompt purchaser. Address "Chesterfield," P. O. Box 444, New York City.

SPECIAL STAR.—51-inch, 3-4 nickeled, balls to front, silent ratchets, good as new-\$70, worth \$100. Write quick. "Stanton," care WHEEL Office, New York.

52-IN. HUMBER.—Balls all round, good as new—cost \$137.50 for only \$65 if sold at once; worth \$100. wner going West. "Anderson," P. O. Box 444, N. Y.

1887 Model Columbia Light Roadster, 57-in.; war-sold; make an offer. Address W. D. Cloyes, Dealer in Bicycles, Cortland, N. Y.

OR SALE.—Buy now, instead of waiting until Spring, and thereby save from \$10,00 to \$20,00 on a machine! Besides being Sole New York Agents for New Rapid and Quadrant Cycles, we have a fine assortment of slightly used machines, many really as good as new, and which we are selling at prices to suit the times. Prices from \$28,00 upwards, Ball-bearing wheels from \$40,00. Our stock of machines is not equalled around here for Condition, Variety and Price. All sizes and makes. New Bargain List issued weekly. Send for it. NEW YORK BICYCLE CO., No. 38 Park Place, New York.

OR SALE.—52-in. Full Nickel Expert Lamp and Bell, \$90; excellent condition. D. Hamilton, 1026 Woodruff Ave., New York City.

WANTED.—To exchange a solid gold 18k. Hunting Case, Stem-Winding Watch, with Waltham movement, 13 jewels, patent regulator, for a good Bicycle, 50 or 52 inch. Willard Hamman, Millwood, Ind.

"I INTS to Prospective Cycling Tourists in England and Wales;" particulars they most want to know; from start to finish. Price 25 cents. Stamson, Stamford, Conn.

O EXCHANGE.—52 or 54-in. Bicycle for good Safety, or will buy Safety if style suits and price VERV low; Columbia, or Rover Type, or 42-in. 1887 Pony Star preferred. L. A. W. 9937, Hornellsville, Box 305, N. Y.

CTAR FOR SALE-48-in., 2-3 nickel, hollow framing, power traps, balls to front wheel, splendid condition. Cost \$140. Sell for \$95. W. T. Connell, Room 46, Grand Central Depot, New York, N. Y.

W'ANTED.—Bicycle or tricycle, Humber tandem preferred, in exchange for piano or Lillie safe. Address Exchange, P. O. Box 444, N. Y. city.

FOR SALE.—A BARGAIN.—48-in. Special Star, pattern of 1887, 3-4 nickeled, power traps, balls to front wheel, Corson saddle. This bicycle has not been run twenty-five miles, and is in new and perfect condition. May be seen at 115 Lee avenue, Brooklyn, N. Y.

SPECIAL BARGAINS IN BICYCLES.

56 Club. new, \$58 00. 52 Premier, almost new, ball bearing, \$42.00. 58 Expert, good order, \$57.00. 54 Harvard, splendid order, \$47.00. 60 Champion, full nickeled, like new, \$75.00. 50 Victor, ball bearings, \$65 00. 52 Champion, used four weeks, \$60.00. 48 Expert, ball bearings, \$50.00. 46 English Bicycle, new, \$25.00. 54 Victor Light Roadster, latest pattern, \$73.00. 50 Harvard, spade handles, \$48.00. 42 American Safety, \$45.00. Springfield Roadster, new, \$68.00. Also a job lot of new English Bicycles, with ball bearings, in 48, 50, 52, 54 and 56 in., at only \$48.00., and the same sizes in plain bearings at \$43.00 each. Over 100 other second-hand bicycles. Send stamp for list and mention this paper. A. W. Gump, Dayton, Ohio.

THE CELEBRATED PIANOS PIANOS preferred Are at preby the leading sent the most pop-Artists. ularand NOS. 149 TO 155 EAST 14TH STREET, NEW YORK.

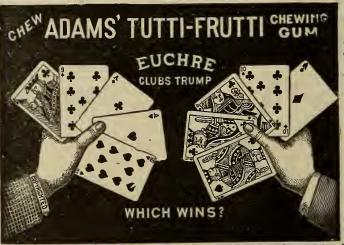
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We want all Wheelmen to know that we have put in machinery for the purpose of manufacturing **NEW WHEELS**, which enables us to do REPAIRING in all its branches, such as Stove-Baked Enameling in Bright and Dull Finishes, Drop Forging for Bicycling Purposes, Tubes, Rims, &c. Prices on application. All work done quick, reasonable and satisfactory.

REBER & SAICH,

Mention this paper.

No. 149 Academy Street, Newark, N. J.



WHAT IS SAID OF IT.

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

in aiding digestion.

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

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

I know of cases where the

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

R. OGD. DOREMUS, M.D., LL. D

Chemical analysis shows its ingredients to be pure and healthful.—The American Analyst.

Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—The American Analyst.

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

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

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

N. Y. World.

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EASY PAYMENTS.

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

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

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PAT 9 NOV.4.84

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SPECIALTIES: Running, Walking, Bicycle, Lawn Tennis, Foot Ball

Reg. May 1, 1885. and Base Ball Shoes.

339 Court Street, Brooklyn, N. Y.

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

Sieycle Racing Shoe for Rat-trap pedal, 5 to 7 oz. a

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

ANDREW GRAFF, 339 Court st., Brooklyn, L. I.

DEAR SIR—The shoes which you made me are very satisfactory and are without doubt the best I have ever wen or used.

Yours very truly,

A. B. RICH.

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

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I med your I & I bundle carrier on my Town bround the World, and founds it of very servicable indeed. It is difficult to see how it can be improved upon.

Sincerely Jours Stevers

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25 MILES,

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EXPERT COLUMBIA,

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BEATING LAST YEAR'S RECORD.

Second Position by R. G. Beazley, of Chelsea Bicycle Club,

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