

# THE WHEEL

A JOURNAL OF CYCLING

Established 1880. 12 Vesey St. N. Y.

VOL. X.—No. 25.]

NEW YORK, SEPTEMBER 17, 1886.

[WHOLE NUMBER, 259.]

## WHEEL GOSSIP.

A 96-inch tricycle as a curiosity at Hansgate Eng.

The Berkshire County Wheelmen lost \$50. on their tournament.

An English Inn is run by a man named Reuben Mold. Bad name that for a Boniface.

Judging from an exchange the cyclists of England are very busy just now stealing bikes and trikes.

Gatehouse and Furnivall have gone out of training as the English racing season is now virtually over.

The 100 miles road race of the London Bi. Club was easily won by E. Hall on a "Kangaroo" in 7h. 18m. 55s.

The *Cycle* says that Charley Frazier has spent part of his vacation in the forest "shooting bears and things." We wonder if inveterate punsters are included in "things."

On both evenings of the Hartford Tournament the Connecticut Club kept open house. The punch was excellent, and the lunch quite palatable.

The Capitol Club of Washington, D. C., has issued a forty-page pamphlet, containing the history of the club, constitution, by-laws, directory, etc.

Mr. G. Lacey Hillier says that any statement which even hints that he asked the Springfield club to pay his expenses to the tournament is a gratuitous and deliberate fiction.

Fifty miles bicycle road record.—On Tuesday, August 24th, Sidney Lee broke the above record. His times were: ten miles, 34m. 34s.; twenty miles, 1h. 8m. 15s.; fifty miles, 3h. 9m. 15s.

W. F. Knapp has left the Columbia team. It is said that manager Atkins found fault with his mode of timing and Knapp was honorably discharged. He immediately left for his home in Cleveland.

At some Coventry sports, held on August 28th, E. Oxborrow, riding a "Rover" safety, won the half-mile handicap, riding the quarter in 38 2-5s.; and the half in 1m. 16 3-5s. Engleheart won the mile handicap at the same meeting, doing the mile in 2m. 42 1-5s.

The Boston Humber Machines secured no less than fifty-nine records within a week. The Humber is undoubtedly one of the finest machines in the market. It is handled by Messrs. Spalding Brothers and Frederick Jenkins.

Violet Lorne the graceful contributor to *Bi. News*, quotes an ungallant effort on the applause producing powers of the mammoth pedal extremities of the Chicagoans. Why say: "A certain American paper?" dear Violet, *THE WHEEL* would be much better you know.

In the last issue of the *Bi. News* Mr. Hillier endeavors to disprove that he is suffering from "Yankeephobia." It is laughable to think that our first diagnosis of Mr. Hilliers' disorder—acute "Yankeephobia"—has been accepted by our contemporaries on both sides of the water.

Hollingsworth the hardy road-rider from Hoosier State, won a five-mile race at the recent Buffalo meet. The prize was a diamond collar button. When the gem was presented to him he innocently exclaimed "Why, what can I do with this? I never wear a white shirt."—*Globe*. Pawn it.

A love-lorn individual contributes a characteristic cycling poem to a contemporary. He informs us, in four stanzas, that he is a "slave," a "fiend," and a "lover" of cycling and that he has "pledged" his life to cycling. We are also told that it is the greatest blessing to man. Poor fellow!

Mr. W. McCandlish, Co-Editor of *Wheeling* was married on August 20th. Mr. McCandlish is well-known by reproduction of his work in *Wheeling*, and by his articles which appear under the title of Junius Junior. We feel sure that a number of American wheelmen unite with us in sending congratulations to this broad-minded and clever Englishman.

A number of local men are anxious to know what Rich did at Hartford. On the face of it, he did very little, but when it is considered that he has been working steadily at the desk and had a five hours railway journey on the morning of the opening of the Hartford tournament, it may be safely concluded that he is riding faster now than ever before. In the two miles handicap he started from the 15 yards mark. He was beaten by DeBlois, who had 60 yards start, and by Fred. Foster of Canada, who started from the same mark as Rich, although the wind was very strong. The time was 5.41 1/4, so that Rich rode 20 yds. behind 5.41 1/4 or 40 yards behind DeBlois. On the second day, DeBlois won a mile from scratch in 2.42 1/2, from which we should judge that Rich was better than 2.40. Rich left for Springfield on Monday morning, and as he will not ride until Thursday he will be thoroughly rested, and we may expect him to maintain his reputation as the fastest *bona fide* amateur in training.

The Lynn Tournament—The event of the next week will be the Lynn Tournament, which will be held Thursday, Friday and Saturday. Nine events will be decided each day, in which will be entered all the prominent men in the country. Entries close September 16th with Mr. E. M. Bailey, Secretary, Lynn, Mass.

In a race at Freehold, on Wednesday, Joseph Powell was seriously injured in a remarkable collision. He was leading in a half-mile when the cheering startled the police marshal's horse, and it dashed across the track with its rider. The bicycle collided with the horse and both riders were thrown to the ground. Powell alone was hurt, and he was carried off unconscious. He recovered subsequently and was awarded the medal.—*Newark Call*.

At the Hartford races, C. E. Kluge protested H. G. Crocker, on the ground that he was a paid professional trainer. Our esteemed contemporary the *Globe*, says that Kluge has lost many friends by his actions. If the matter was looked into, Kluges' protest should make him friends. We have no doubt that it was most unpleasant to Kluge, but all is fair in war and bicycle racing, and Crocker, who is undoubtedly a pro., is to blame for trying to impose on the tournament managers.

Long distance tricycling in France.—Our readers have doubtless been surfeited with our reports of attempts to beat the Land's End-John O'Groat's record, but in future we promise to vary this with results of attempts to beat the Pau-Calais' record, a journey from the bottom to the top of France. The first crank to set the fashion is a French professional wheelmen named "Baby," who recently rode the 660 miles between these two points in 5 days, 10 hours and 17 minutes. This is not a shining mark, and doubtless cranks innumerable will bend all their energies towards lowering it.

The *Cycling Times* works off the following doggerel on G. Lacy Hillier, well-known to all good and true Americans as the "trenchant pen wielder" of the *Bi. News*.

The *Weak End* men may slate "higher aims,"  
And vent their spleen all day;  
But they can't write straight to save their necks,  
Because they ain't built that way.

It strikes me now that the previous verse is a trifle too slangy. George Lacy does not like slang—dear me, no! So I have, at great expense, concocted the following for his especial benefit:—

The "only knowing judge" can sneer as he will,  
And at scientific Johnnies make wry faces,  
But he can't stop venom from creeping in his quill,  
Because he ain't constructed on that basis.



# THE \* ROSEVILLE \* TOURNAMENT

Will be the Event of the Year.

SEPTEMBER 30TH, OCTOBER 1ST AND 2D.

⊙ VALUABLE ⊙ PRIZES ⊙ FOR ⊙ EVERY ⊙ EVENT. ⊙

## PROGRAMME:

### FIRST DAY, SEPT. 30TH.

1-mile novice, bicycle.  
1-mile promateur, bicycle.  
2-mile amateur, bicycle 6 minute class.  
3-mile professional, bicycle lap.  
2-mile amateur, tricycle.  
10-mile professional, bicycle.  
1-mile amateur bicycle handicap.  
3-mile promateur, bicycle lap race.  
3-mile amateur, bicycle handicap.

### SECOND DAY, OCT 1ST.

1-mile amateur, bicycle lap.  
3-mile promateur, bicycle handicap.  
2 mile amateur bicycle handicap.  
5-mile professional, bicycle, lap.  
2-mile amateur, tandem tricycle.  
10 mile promateur, bicycle.  
3-mile amateur bicycle.  
1-mile professional, bicycle handicap.  
1-mile amateur, bicycle, 3 minute class.

### THIRD DAY, OCT. 2D.

1-mile professional, bicycle.  
2-mile amateur, tricycle handicap.  
1-mile promateur, bicycle handicap.  
5-mile amateur, bicycle.  
5-mile professional, bicycle handicap.  
3-mile amateur bicycle, 9.30 class.  
5-mile promateur, lap.  
1-mile amateur, bicycle.  
Club team race, 3 men to team.  
1-mile amateur, bicycle, consolation.

**ENTRIES CLOSE SEPTEMBER 25TH.**

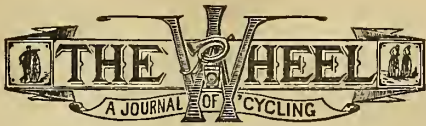
Fees, \$1.00, each event, amateur and promateur. \$3.00 for professionals. Entry blanks and further particulars can be obtained of the manager.

The track is three laps to the mile, constructed on the most approved plan especially for bicycling. It is but three minutes from the business and hotel district of Newark, and but thirty minutes from New York. The fare from the latter place will be almost nominal. The nearness of the grounds to New York will admit of visiting racing men and spectators finding cheap first class accommodations in the metropolis, and enable them to see the city at its best, at a time of the year when sight-seeing is a positive pleasure

For full information apply to

**FREDERICK JENKINS, Manager,**

Station D, Roseville, N. J.



Published every Friday morning by  
CENTRAL PRESS & PUBLISHING CO.,  
P. O. Box 444, 12 Vesey Street, N. Y.  
Entered at the Post Office at second class rates

Subscription Price, - - -	One Dollar a Year.
Single Copies - - - - -	5 Cents.
Clubs of Six, - - - - -	Five Dollars.
Foreign Subscription, - - -	5 Shillings.
F. P. PRIAL, - - - - -	EDITOR.

## Wheel Combination Subscriptions.

	PER YEAR.
Wheelman's Gazette and The Wheel - - -	\$1.00
The Cycle and The Wheel - - -	1.75
Bicycling World and The Wheel - - -	1.50
Century and The Wheel - - -	4.00
Harper's Weekly and The Wheel - - -	4.00

## HOW FAR DOWN WILL THEY GET IT.

In this the month of tournaments, the leading query, of course referring to the standard time for riding a mile is that which heads this article. There was a time, not long since either, when we thought, in common with a number of esteemed contemporary scribes, that 2m. 40s. was a rock-bottom, a sort of chained line, below which it was impossible to ride. But in the light of recent doings, we are compelled in simple vernacular to reply, "We give it up." At the present writing 2.40 seems slow, for at the recent Hartford Tournament Rowe's 2.40 was but faintly appreciated; the applause being reserved for Wood's 2.33.

Rowe's last quarters in 31¼ and 32¾s. give us a pointer on this question. Anyone who has followed the career of Maud S. and noted how that beauty cut the mile standard time, again and again, until she was able to maintain a 32s. pace for the four quarters, can get an idea of what is possible in bicycling. Of course, a man will naturally peter out sooner than a horse, but such a man as Rowe, whom we regard as the "Bille S." of the bicycle path should, with the aid of mechanism, be capable of sustaining almost his best pace for a full mile. Anyone who has watched his riding, must have noticed that he is a wonderful combination of speed and stamina, and in short races it is not a question of strength, but how fast he can make his legs work. We confidently predict that he will win the inter-class race at Springfield, if such an event is permitted, and the time ought to be something like 2.23. This can only be bettered when we get a mile track of the Springfield calibre, and this will be bettered still when we get a mile straight-away track. The climax will only be reached when we get an enlarged edition of Rowe, for a good little man is good, but a good big man is better.

This is a week for race meets and tournaments. Several notices are crowded out, but will appear in next week's issue.

Another attempt to introduce the funeral pace at Springfield, by James and Neilson, met with the strong sense of public disapproval which it so richly merited. A storm of groans, hisses and howls greeted them, they were fined ten dollars each and ordered to increase their speed, which they then did, Neilson finishing the mile in 4m. 19. 4 5s.

## FOR CHARITY.

Do not forget our offer to donate one half of all subscriptions received during this month for THE WHEEL to the Charleston sufferers. Many of our subscribers are in arrears, and this is a good time to renew, and thus confer a double benefit on two classes of sufferers, the printer and the homeless South Carolinans. Send in your \$ \$ \$ \$ \$.

The National Cyclists' Union has suspended Messrs. Hale, Oxborrow, Engleheart and Asbury. The *Bi. News* wants to know why these men are suspended, while so many M. A's. are allowed to go free. Now please notice the inconsistency. In this same number of the *News* its editor rails because our tournament managers invited these same cracks to compete with our promateurs, in which class they properly belong. The *B. N.* calls it a "dirty trick" to try and induce their "pure amateurs" to come over, and then thrust them into the promateur ranks.

The phenomenal ride of Mr. George Gatehouse, which we report this week, is another grand "possibility" of the wheel. While Mr. Gatehouse's effort commands our admiration, his ride is, nevertheless, a tribute to the constantly increasing skill of the makers, and science in the manufacture of bicycles. If the improvement of roads kept pace with that of the machines the vast railroad properties which gridiron the earth would be so much dead wood.

## MARK TWAIN AS A WHEELMAN.

AN EXPERIENCE WITH A DUSTER, AFTER WHICH HE BOUGHT A JACKET.

HARTFORD, Aug. 21.—Among the hundreds of enthusiastic wheelmen in Hartford are several clerical gentlemen, one of them the rector of the Church of the Good Shepherd, the Rev. J. H. Watson, who does his marketing, visits his parishioners, and performs all his perambulatory duties as a man and a minister—except, perhaps, attending funerals—upon his bicycle. The Rev. Chas. E. Stowe is an expert rider, and the Rev. J. H. Twitchell, pastor of the Asylum Hill Congregational Church, bestrides a wheel. The latter does it with fear and trembling. His friend, Samuel L. Clemens, better known as Mark Twain, undertook to ride a bicycle at about the same time that his pastor began, and, like him, is not happy

in the sport. The teacher of Mr. Clemens, during the first weeks of his wheeling, tells this story of him:

Mr. Clemens objected to assuming a costume suitable to the exercise, and one day started out to ride wearing a long linen duster over his clothes. His teacher gently suggested that it might be inconvenient. Mr. Clemens thought not. The young man feared a fall, but Mark Twain said that he would risk it. They had not gone four rods from home, however, when he began to revile the flapping thing, and in less than ten minutes the skirt was caught upon the wheel and carried up into the Y of the machine, and instantly the author of "Innocents Abroad" lay upon his face in the dirt, with the machine clattering around his ears. His companion alighted and ran to help him. The scope and volume of vituperation that smoked up through the spokes of that wheel are said to be unrepeatable by persons less gifted in the language than the victim. He was rescued from the machine, and crawling to his feet, said, with stifled fury, "Wait a minute." Taking his knife from his pocket the amateur wheelman opened it, and with fierce determination, cut the superfluous length from the linen coat till it took the semblance of a butcher's short frock, and then remounting his machine, with the assistance of his trainer, he said: "Now I'll buy a Norfolk jacket, as I should have done before." Which he did. But he has never entirely conquered the skittish wheel.

## THE IXION BICYCLE CLUB.

THEY WILL HOLD A GRAND TOURNAMENT AT ROSEVILLE, ON SATURDAY, OCTOBER 16TH.

It is with pleasure that we announce the event chronicled above. This old New York club will close the autumn racing circuit with the grandest one day's racing meet ever held in America. The prizes will be valued at \$1,500, actual value. They will consist of silver cups and *bric-a-brac*, elegant oxidized plaques, bronzes, etc. One first prize will be an oxidized silver pitcher, almost three feet high. The first prizes will be valued at \$150 to \$175; the second at from \$75 to \$90, and the third at from \$40 to \$50. The events are as follows, all handicaps: ¼, ½, 1, 2 and 3 miles. They will be arranged in heats, and local club races will be so introduced that every man may compete in every trial and final. Every man will have a chance for at least one prize, as the handicaps of winners of final heats will be cut down for successive races. A photograph of the prizes will be taken and sent all over the country. All information may be obtained of Mr. W. C. Herring, 352 W. 59th street, New York.

RACES IN BALTIMORE COUNTY.—Held in conjunction with the Baltimore County Fair, September 9. Results: Mile race—R. Whittingham first, in 3.38½; J. H. Cunningham second. Mile-and-a-half tug-of-war—Won by the Maryland Bicycle Club. Three-mile handicap—Won by J. H. Cunningham, in 11.38½; J. D. Lord, second. Mile consolation race—Won by F. Pope, in 4.01; F. Clotworthy, second. The track was a half-mile, of heavy clay loam, made somewhat sticky by rain, on which fast time was impossible, and where endurance told better than speed.



THE SPRINGFIELD TOURNAMENT.

Hampden Park has long been famous for its one-mile trotting track. It is situated on the banks of the Connecticut. Inside the mile circuit the Springfield Bicycle Club constructed their famous bicycle path. It is long and narrow. On this occasion, the Overman Wheel Co. and the Pope Manufacturing Co. have erected mammoth canvas booths on the green turf, to which all wheelmen were welcome.

When the first race was called on Tuesday, some four thousand people were distributed in the grand stand, the open stands, along the rails, and in the many vehicles drawn up outside the rails. Among them were many wheelmen from various parts of the United States, representatives from all the wheel papers, and a number of cycling manufacturers and dealers.

The public have been so educated up to fast time, that only phenomenal performances will arouse them.

The notable events of the day were Rowe's mile in 2.38; Kluge's "Star" record of 2m. 40 4-5s.; and Messrs. Crist and Brown's surprisingly good form in the mile tandem.

TUESDAY, SEPT. 14TH.

First heat of the World's Championship—Promateur.—The Springfield Club has obtained permission from the A. C. U. to allow the winner of the World's Amateur Championship to compete with the winner of the World's Championship Promateur. Two men ride in each heat, the promateurs together, and the professionals, ditto. For the first heat W. A. Rowe and C. E. Kluge were the competitors. Both seemed determined to open the tournament brilliantly, and they raced from start to finish. Kluge got away last, but Rowe slackened up and allowed him to take the lead. At the three-quarter pole Rowe slipped past and won by twenty yards.

1-4-mile,	Kluge,	.39
1-2 "	"	1.18
3-4 "	"	1.57 3-5
1 "	Rowe	2.38
1 "	Kluge	2.40 4-5

The second heat for the world's championship was also contested by two promateurs, E. P. Burnham and F. F. Ives. Ives' good showing at Hartford made him the favorite for this heat. Burnham got the best of the start, but he was in no hurry, and with Ives trailing at his wheel they rode the first three-quarters. Entering the homestretch Ives got up even with Burnham, but the vet tried all he knew how, and the Meriden man fell back inch by inch, Burnham finally winning by four lengths.

1-4-mile,	Burnham,	.48
1-2 "	"	1.36 1-5
3-4 "	"	2.23 2-5
1 "	"	3.02 2-5
1 "	"	3.03 3-5

The third heat brought out Percy W. Stone of St. Louis and Chas. P. Adams of Springfield. The first lap was very slow, but was offset by a good finish. Stone entered the homestretch a length ahead, and though Adams gained inch by inch, the St. Louisian had enough in him to win by a half length.

1-4-mile,		.57
1-2 "	"	1.48 1-5
3-4 "	"	2.37 2-5
1 "	Stone,	3.17 4-5
1 "	Adams,	3.18

The fourth heat of the championship event brought out the first of the professional division: R. A. Neilson and R. James.

The men labored under the impression that they were in a slow race and they snail-

ed it for the first half. But when Mr. Ducker told them they had been fined \$10 each for loafing, they whooped her up and finished with a rattling pace, Neilson winning by two lengths.

1-4-mile,	1.32 2-5	3-4-mile,	3.37 4-5
1-2 "	2.58 4-5	1 "	4.19

James, 4 20 1-5.

The championship series was succeeded by a one mile bicycle novices, for which the following men entered. William Harding, F. W. Fahey, Henry Goodman and H. H. Chapman, all of Hartford. The race was not very interesting, Goodman and Chapman falling behind from the start, and Harding easily proving his superiority over Fahey.

1-mile,	Harding,	.41 2-5
1/2 "	"	1.25 4-5
3/4 "	"	2.07 1-5
1 "	"	2.51 4-5
1 "	Fahey,	2.55 2-5

The ten miles A. C. U. championship brought out five promateur stars, viz: Hendee, Stone, Rhodes, Adams and Kluge. The appearance of Hendee, who is Springfield's pet *par excellence*, was the signal for the first enthusiastic burst of the day. Hendee got the best of the send off, but he was in no hurry and the rest trailed behind him, until Adams took it into his head to set a lively pace. Kluge led on the second mile and Rhodes slipped by the crowd on the third, with Hendee in hot pursuit. When he got close to Rhodes little wheel he stayed there, while the Victor man used himself up in cutting out the pace against the wind. After passing the seven miles point, Hendee parted company with the field, and easily finished first; Stone, second; Rhodes, third; Adams, 4; Kluge, 5.

1-mile,	3.18 2-5	6-mile,	18.04 2-5
2 "	6.27 1-5	7 "	21.07
3 "	9.09 2-5	8 "	23.51 2-5
4 "	12.04	9 "	26.40
5 "	15.05 1-5	10 "	Hendee 29.28 4-5
		10 "	Stone, 30.19

The next event, a five miles professional handicap, produced some brilliant racing. The starters were: Fred Wood, scratch; W. M. Woodside, 30 yds.; R. James, 90 yds.; H. G. Crocker, 100 yds.; W. J. Morgan, 250 yds.; R. A. Neilson, 100 yds.; Chas. Frazier, 300 yds.; T. W. Eck, Chicago, 400 yds. By an electrical apparatus, which connected with bells placed at each handicap mark, which rang simultaneously when the signal was given, the men were given an even start. The back men closed up gradually, Crocker and Neilson riding together. James was quickly overhauled by Woodside, and the latter in turn was joined by Wood. The back markers went steadily up among the long markers and the whole bunch, with the exception of Eck, who was lapped, swept into the home stretch. Entering the home stretch, Woodside dashed to the front with Crocker and Neilson at his rear wheel. Wood also started after this trio, but his exertions in the early part of the race told against him, and he could not sustain his spurt. By nicely timing his supreme effort, Neilson conquered the son of the Emerald Isle, winning by ten yards; Crocker, 3d; Merrill, 4th; Frazier, Morgan, Wood and James in the order named. Times:

1-mile,	2.46	4-mile,	11.49 1-2
2 "	5.53 2-5	5 "	14.36 1-5
3 "	8.24		

The professional event was succeeded by a five-miles amateur bicycle race, for the 16.30 class. DeBlois took the lead at the start, followed by Smith. Several different men led on the first five miles, Heath, the

"farmer," who rides a "Star," enjoying that honor at the commencement of the fourth mile. At this point Meyers, Harding and Smith retired. Entering the homestretch, Hart rushed out of the bunch and won easily.

SUMMARY.

H. S. Hart, New Britain,	15.02 1-5
H. L. Burdick, Albany,	15.03
P. S. Brown, Washington,	third.
A. F. Edmans, Troy,	fourth.
W. H. Langdown, Christ Church,	o
E. A. DeBlois, Hartford,	o
C. D. Heath, Lee, Mass.,	o
E. B. Smith, Springfield,	o
Chas. L. Meyers, New York,	o
Wm. Harding, Hartford,	o
1 mile, 9.11 2-5; 3 miles,	9.21 2-5
2 miles, 6.20 15; 4 miles,	12.17

A one-mile promateur tricycle event varied the monotony of the bicycle races. Burnham, Ives and Kluge were the contending parties. The race was of the loafing species, Ives taking the lead only after it became a question that some one must ride first. Kluge and Burnham slipped in behind him, and the trio ambled carelessly around the path. All three entered the homestretch abreast, but Ives went ahead and Kluge fell to the rear. Burnham was compelled to turn out from the pole, to get a clear path, and although he lost some ground by this manoeuvre, he started and sustained a brilliant spurt, which landed him over the tape by a length.

1/4 mile,	1.01 2-5	3/4 mile, 2.38 4-5
1/2 mile,	1.51	1 Burnham, 3.18 1-5
	Ives, 3.18 2-5	

The three miles professional bicycle race gave the Boston representative another chance to come to the front. All the professionals entered, Frazier cutting pace, Wood lying on his oars in the rear. The first mile was very slow, Frazier setting a very agreeable pace. Neilson, Crocker and Morgan also took a turn at the head of the procession. Going down the back stretch, Frazier brought the spectators to their feet by a positively brilliant spurt, which put him thirty yards ahead before his competitors realized what had happened. Wood was first to get after him, and Neilson, Crocker and Woodside went after the crimson form of Frazier, who was pedalling for the tape at high pressure. But he had made his effort too soon, and twenty yards from the tape Woodside, Crocker and Neilson gave him the go by, Neilson winning by a half wheel; Woodside and Crocker dead-heating for second place; Frazier, 4; Wood, 5; Merrill, 6; Morgan, 7; James, 8.

1 mile, 3.14 2-5—2 miles, 6.08 2-5—3 miles, 9.01 1-5

The concluding event of the day was the one-mile amateur tandem tricycle race. The following teams competed: P. A. Brown and W. C. Crist, Washington; A. B. Rich, Brooklyn, and Fred Foster, Toronto; J. B. Huntington and G. H. Collister, Cleveland. The Washington pair set sharp pace, closely pursued by Rich and Foster, and the Cleveland team in the order named. The struggle between the last two teams was interesting, the Cleveland boys succumbing near the tape. The Washingtonians made American amateur records at the three-quarters and mile.

	PREVIOUS AMER. AM. RECORD.	PREVIOUS WORLD'S RECORD.
1/4 mile,	41 1-5	43 4-5
1/2 mile,	1.21 1-5	1.24
3/4 mile,	2.01 3-5	2.04
1 mile,	2.43 1-5	2.46



# THE WHEEL.

## SUMMARY OF WEDNESDAYS RACES.

### First race—

Fred Wood.....	1
W. M. Woodside.....	2

### Second race—

George M. Hendee.....	1
W. A. Rhodes.....	2

### Sixth race—

John S. Prince.....	1
H. G. Crocker.....	2

### Five-mile lap—amateur.

H. W. Haskell.....	1
T. Foster.....	2
A. B. Rich.....	3
P. S. Brown.....	4

### Three-mile open, tricycle—professional.

H. G. Crocker.....	1
T. W. Eck.....	2
Robert James.....	3

### Five-mile lap—promateur.

W. A. Rowe.....	1
W. A. Rhodes.....	2
F. F. Ives.....	3

### Three-mile open—tricycle, amateur.

A. B. Rich.....	1
H. W. Gaskell.....	2
J. I. Williams.....	3
Fred Foster.....	4

### Three-mile, professional—handicap.

Fred Wood.....	1
W. M. Woodside.....	2
R. A. Neilson.....	3
H. G. Crocker.....	4
Charles Frazier.....	5
W. J. Morgan.....	6
F. T. Merrill.....	7
J. S. Prince.....	8

### Five-mile handicap—promateur.

W. M. Haradon.....	1
P. M. Stone.....	2
C. C. Kluge.....	3
W. M. Hendee.....	4
F. F. Ives.....	5
C. P. Adams.....	6
W. A. Rhodes.....	7

### Three-mile lap—professional.

R. A. Neilson.....	1
Charles Frazier.....	2
W. M. Woodside.....	3

Full particulars, by our own correspondent, will appear in the next number of THE WHEEL. The defective mail service between Springfield and New York prevents our giving our readers anything in regard to Thursday's races.

The rains have caused the postponement of the races to Friday and Saturday, and, in case the track is heavy, they may not be finished till next week.

## HARLEM WHEELMEN'S RACE MEETING.

The Harlem Wheelmen held a very enjoyable race meeting on Saturday, September 11th, on the Manhattan Athletic Club Grounds, Eighth avenue and 68th street, New York. The races were, for the most part, well contested. The track (4 laps to the mile) was in rather poor condition, and a heavy wind blew down the homestretch. The attendance was not as large as it should have been. The music, furnished by Cappa, good.

First event—One mile novice—First heat. Six men came to the scratch for this race. As the track was not wide enough to start them in one row, E. R. Lamson and J. C. Barclay were put in the second row. At the start Lamson fouled the starter ahead of him and fell, but mounted immediately and went after the field, catching them and taking the lead on the second lap. He finished first with B. A. Quin, Harlem Wheelmen, and F. G. Brown, K. C. W., close up. Time, 3.28. Lamson rode a Star.

Second event: Second heat, novice.—Seven men started in this heat, which was won easily by H. Van der Linden, Ariel Wheel Club, J. W. Whitson, Mercury Wheel Club, a poor second. G. R. Neville, K. C. W., third, by a length. Time, 3.25. Won on a Victor.

Third event: One-mile, 3.10 class—First heat—T. C. Crichton, K. C. W., E. L. Halsted, Harlem Wheelmen, and F. H. Burnet, Roselle Ramblers, started in this heat. The race was a funeral for four laps, when Halsted went to the front, winning by six lengths; Burnet third, by 100 yards. Time, 3.45¾. Winner rode a Columbia Light Roadster.

Fourth event: Two-mile handicap.—First heat. The starters were: A. F. Edmands, Troy Bicycle Club, 125 yards; C. H. Meyers, Hudson County Wheelman, 150 yards; C. A. Stenken, Hudson County Wheelmen, 150 yards; E. M. Smith, Hudson County Wheelman, 150 yards; T. D. Palmer, Newark, N. J., 200 yards; G. R. Neville, K. C. W., 215 yards. Neville led for three laps, then Smith went ahead and was not headed, until the home stretch, when Edmands spurred and won by a length. Stenken third. Time, 6.51¼. Edmands rode a Columbia racer.

Fifth event: One-mile championship, Harlem Wheelmen—This was contested by J. W. Powers, Jr., E. J. Halsted, C. M. Phelps, F. L. Norman, E. C. Parker and A. T. Steiner. Halsted took the lead at the start and held it for three laps. On the back stretch Powers moved up alongside, and they fought for the race to the finish, Powers winning by two lengths; Phelps a good third; Steiner out; Norman and Parker distanced. Time, 3.18 3/4. Powers rode a Columbia Light Roadster.

Sixth event: Final heat novice—First, second and third of each trial heat were in the final, and all started. Lamson took the lead on the second lap and held it until the homestretch of the last lap, when Whitson and Van der Linden drew ahead of him. Whitson won, Van der Linden second by a length. Lamson's saddle slipped just as he arrived at the line, throwing him over backward. His machine ran on and struck Whitson's wheel, throwing Whitson and breaking several spokes. Whitson was not hurt to any extent. Time, 3.25 3/4. Whitson's mount was a Star.

Seventh event: Three-mile championship, New York Division, L. A. W.—A. B. Rich, S. L. A. C., E. Valentine, K. C. W., A. F. Edmands, T. B. C., and P. M. Harris, Ixion B. C., started. Harris took the lead at the start, followed by Rich, Valentine and Edmands, as named. For two miles the men rode in this order. Then Edmands tried to get the lead, but only advanced himself one place. On the seventh lap Harris dropped to last, and the men finished in that order, Rich, Edmands, Valentine. Harris. Time, 11.2 1-4. Rich won on a Columbia racer.

Eighth event: Second heat, 3.10 class—J. W. Powers, Jr., Harlem Wheelmen, Seton H. Rich, S. I. A. C., H. Van der Linden, A. W. C., C. R. Collins, T. B. C., and A. Y. Pringle, I. B. C., came to the scratch. This was a fight between Powers, Rich and Van der Linden, who finished in the order named, not two lengths between any two of them; the others nowhere. Time, 3.28 1-4.

Ninth event: Second heat of handicap—C. R. Hoag, Newark, N. J. 40 yards; T.

W. Roberts, A. C. W., 75 yards; R. M. Harris, I. B. C., 85 yards, S. H. Rich, S. I. A. C., 120 yards, G. R. Collins, T. B. C., 120 yards, C. F. Pray, B. C. C., 150 yards, F. Thayer, I. B. C., 200 yards and E. C. Parker, H. W., 225 yards. Rich, Hoag and Roberts caught the field at the end of one mile. For the next mile they raced at each other, Rich winning by two lengths; Hoag second; Roberts a poor third. Time, 6.58. Won on a Columbia Light Roadster.

Tenth event: Two-mile lap race—A. B. Rich S. I. A. C.; E. Valentine, K. C. W.; A. F. Edmands, T. B. C.; and C. L. Meyers, H. C. W., started. Valentine withdrew on the second lap, Meyers following his example a few laps later. The first lap was won by Edmands; Valentine second, the next by Rich; Edmands second. Rich held the lead until the seventh lap, when the race was declared over. Rich had 30 points and Edmands 23. Time for seven laps, 9.8.

Eleventh event: One-quarter mile, one-legged—E. I. Halstead, H. W.; T. C. Crichton, K. C. W.; A. F. Edmands, T. B. C.; and E. M. Smith started. Smith took the lead, holding first position until the beginning of home stretch, when Halsted passed him. Spurring down the homestretch, Smith's wheel wobbled and struck the curb, giving the plucky young rider a fall. Edmands passed Smith while the latter was picking himself up, and took second. Time, 59½.

Twelfth event: Final, 3.10 class—Halstead, Burnet, Seton Rich, Powers and Van der Linden came to the scratch. Halsted led throughout, winning from Rich by a length, Powers third. Time, 2.38.

Thirteenth event: One mile championship, Morrisania Wheelmen—H. B. Hanford, A. E. Black, D. Hamilton and W. A. Carpenter wanted championship honors. The men easily placed themselves. Carpenter first, 29 yards from Hanford; Hamilton a poor third. Time, 3.45.

Fourteenth event: Final, two-mile handicap—Hoag, S. Rich, Edmands, Smith and Stenken rode in this heat. Stenken led for three laps, then Smith led for four more. On the last lap Edmands and Hoag moved to the front and raced around almost neck and neck. On the homestretch, however, Edmands put on all his spurt, winning by two lengths; Smith a bad third. Time, 6.46½.

Fifteenth event: One-half mile without hands—M. F. Germond, A. Rauchfuss, W. D. Hoffman, H. W.; T. W. Roberts, A. W. C., and A. F. Edmands, T. B. C., started. Edmands took the lead on the first lap and won as he pleased; Roberts second. Rauchfuss fell on second lap. Time, 1.42 1-4.

Sixteenth event: Two-mile team race between the Harlem Wheelmen and the Kings County Wheelmen—The Harlem team was: E. I. Halsted, E. C. Parker, C. M. Phelps, and J. W. Powers, Jr.

The Kings County Wheelmen were represented by A. B. Rich, E. Valentine, L. P. Weber and T. C. Crichton. For seven laps they continually changed places, the Harlems having rather the best of it. On the last lap, however, Rich dashed to the lead, Valentine following, and the men finished as follows: Rich, Valentine, Phelps, Powers, Halsted, Weber, Crichton, Parker.

Seventeenth event: One-mile consolation—Only Smith and Collins started in this. Collins led until the last lap, when Smith passed him, winning by two open lengths. Time, 3.28½.





W. C. Herring and P. M. Harris, of the Ixions, train in the evenings by running completely around Central Park. Taking 59th street from the club house at Ninth avenue to Fifth avenue, they make the complete circuit on foot and back to the house in forty-three to forty-five minutes, which for 6 3-4 miles of distance covered is not bad.

W. H. McCormack, of the Citizens, has just returned from the Adirondacks. "Mac" is as good a republican as ever voted, but he is dead gone on the wife of the democratic President for all that. He says that her equal for beauty he has never met, and "Mac" is a good judge in such matters. The physical ailment that took this gentleman to the mountains was certainly nothing in connection with his powers of speech, he talks just as fast and as energetically as ever, and his friends know this means the greatest rapidity the human tongue is capable of.

The Citizens club will probably give an open road race some time this fall, probably over the Ixions' course, from Yonkers to New York.

The Ixions are mathematicians. In 1882, as a compliment to a member, and to pay him a signal honor, never again to be paid another, they "exempted him from all dues in the future, in view of the time, money and energy already expended by him in the early days of the club." "The future," hitherto considered an indefinite length of time, has, by Ixion mathematicians, been discovered to be just three years, eleven months and two days, as they rescinded this honor at their last meeting, on the grounds of gravest statesmanship, *i. e.*, "danger of precedent."

Did it ever strike the average cycling scribe that a certain gentleman in Springfield manages each year to get into some squabble or other, and having thus got them by the ears, sits calmly down and reaps the benefit of their free advertising of his projects, through their constantly keeping his name and plans before the wheeling public? Well, he does, and we all, like a flock of sheep, follow each other into this same trap, year after year. Yea, verily, he is indeed a sharp man who advertises, but he who advertises *free* is doubly smart. See the point?

Frederick Jenkins keeps an eye "well to windward." He never jumps so far any one way that he cannot get back. Since Secretary Todd of the N. C. U., pricked the A. C. U. bubble, by refusing to let English amateurs compete with American promateurs, Freddie, or rather Frederick, has altered over half of the promateur races at the Roseville meet to amateur, and

divided the balance equally between genuine and disguised professionals, the latter of course, appearing under the guise of promateurs. Mr. Jenkins, none can deny, is a hard, shrewd worker, as the above will demonstrate. One of the funniest sights I have ever seen is this same Jenkins bossing a band of about fifty Italian laborers upon the Roseville track his Italian being, limited to one word—"macaroni," and his "guinea pig" hirelings' to a single English word—"beer." He seems to get there just the same though. [Five dollars fine for that chestnut, Mr. Owl.—Ed.]

A. B. Rich's wins at the opening of the Roseville track by the Orange Wanderers, demonstrates to me that there is no more equity in scratch races with cycles than with horses. Handicaps must succeed scratch racing, to give all equal chances, or else "cracks" like Rich, will drive all others from the field.

"Titman" in the *Bicycling World*, each week, keeps New Yorkers well worked up as to his identity. I sat in the club the other evening and heard five separate names mentioned as to who the writer was, and they were all wrong.

Dr. N. M. Beckwith is back to his presidential duties, looking greatly improved by his well earned rest. I looked closely at him as he breakfasted with me on the morning of his return, for some evidences of the terrific struggle (?) he has undergone in the "late unpleasantness," in the shape of a furrowed brow or whitened locks, but they were not there. He's just the same "Doc." that I voted for, for President three times already, and stand ready to do the same thing again just that many times more.

St. Louis' howl has been heard in the East. She gets the League meet next year. Here's success to you, boys! It's an honor as costly as it's weighty, but I think neither its greatness nor its expense will cause you to falter in trying to put the record even higher than old New York did, when it was her turn.

I am informed that the recent subterranean disturbance which many mistook for an earthquake, was simply the echo from a certain Springfield officer when an English letter signed by a gentleman named Todd was received.

Wm. M. Whiteside, well known as the "Hercules of the Citizens," has but lately returned from Europe. Questioning him the other evening as to what was the most surprising thing he saw abroad, he told me the following. He was returning from a run, finishing up with a solitaire "scorch," when, rounding a corner, he espied an Englishman, probably ruminating upon Gladstone's defeat or some other equally knotty point. Too late to avoid the gentleman, he put the brake hard down and landed at the feet of the astonished ruminator, in anything but a dignified manner. The look of blank amazement on that Englishman's face was the most surprising thing he saw abroad. I don't doubt this, as Mr. Whiteside is almost six feet in height, and weighs about two

hundred pounds, and when all this takes a header from a fifty-six, it is liable to astonish almost any one.

If the young man who attempts to do the cycling notes on Saturday's *Mail and Express*, would only jump off the Brooklyn Bridge and complete the feat as successfully as Odium did, he would confer a great boon to suffering cycledom and greatly improve the paper he is employed upon.

The Ixions are out with the greatest amateur race scheme of the season. On the 15th of October they will hold a meeting at Roseville, and in five races will award \$1,500 in prizes. All races will be handicaps, so that pot hunters won't have any walkovers for these valuable prizes. Not over eight men will be allowed on the track at one time, and the heats and finals will be so arranged that competitors can enter and ride in all events with plenty of time to rest between. They claim that their prizes will exceed in value anything every offered in any like affair, of purely an amateur stamp. Certain it is, that Spalding's window has been found to small too contain them, and some other and larger one will have to be secured. It's the last, and they declare, the best meet of the season.

THE OWL.

A new fifty-mile record—On August 28th, the Surrey Bicycle Club held their annual fifty-miles bicycle championship race at Surbiton. Only one man, C. Potter, turned out. When he had ridden twenty miles in 1.1.2m., it was seen that he would cut records, and he was supplied with a pace maker. Going on he began cutting records at 28 miles, and from this point to the finish he altered the figures, beating Keith-Falconer's fifty-miles record by 2m. 18s. He also made a record for two hours, viz: 37 miles, 1,010 yards. The records made are as follows:

MILES.	H.	M.	S.	MILES.	H.	M.	S.
28....1	27	55	4-5	40....2	7	48	3-5
29....1	31	9	3-5	41....2	11	9	4-5
30....1	34	24	3-5	42....2	14	28	2-5
31....1	37	38	3-5	43....2	17	49	4-5
32....1	41	2	4-5	44....2	21	14	1-5
33....1	44	20	1-5	45....2	24	28	2-5
34....1	47	41	3-5	46....2	27	53	2-5
35....1	51	6	4-5	47....2	31	13	1-5
36....1	54	29	2-5	48....2	35	44	3-5
37....1	57	58	1-5	49....2	35	17	
38....2	1	18	3-5	60....2	41	40	3-5
39....2	4	36	4-5				

The regular meeting of the New York and New Jersey Team R. R. A. was held at the Harlem Wheelmen's club house last Saturday evening. A large number of delegates were present. President E. J. Schriver occupied the chair. The Secretary reported a balance on hand of some \$90, with no liabilities, and with the semi-annual dues to be paid. It was decided to run the second contest over the Irvington-Milburn course, but it is probable that the course will be shortened to five miles, making fixed journeys necessary, instead of the usual four. The date is election day, Tuesday, November 2d.

Mr. W. B. Saylor, of Bordentown, N. J., writes: Received the American Rudge yesterday morning in good condition, and I, as well as my customer, like it better than any I have yet seen.—*Adv.*



## ELMIRA BICYCLE CLUB RACES.

The fourth annual bicycle race meet of the Elmira Club was held September 6th.

### SUMMARY.

One mile novice, J. E. Calket, Williamsport, Pa., time, 3.06½; one half-mile, open, C. E. Titchener, Binghamton, time 1.25. The first in was E. H. Gamble, of Batavia; in 1.24 4-5, but was set back for taking the pole on the inside from Titchener. Two-mile, 6.50 class, John C. Zimmerman, Elmira, 6.35½, J. E. Calket second. One mile, open, S. P. Hollingsworth, Russiaville, Ind., 2.52, E. H. Gamble second. One-mile handicap, J. C. Zimmerman, Elmira, (150 yards) first, 2.51, Hollingsworth (scratch) second, Titchener. (scratch) third. Two-mile lap, race, open, S. P. Hollingsworth first, Titchener second, Gamble third. Consolation race, E. P. Cochrane, LeRoy first, G. L. Davis, Elmira second. W. H. Barber Rochester, world's unicycle champion, made one mile in 3.40.

## A NEW ROAD RECORD.

On Monday, Mr. S. G. Whittaker broke the ten miles road record by three minutes. The full particulars have not yet come to hand. The race was made on a Gormully & Jeffery American Champion.

## A SAD ACCIDENT TO A BROOKLYN BICYCLIST.

Last Monday night, while enjoying a moonlight run, a party of the Long Island Wheelmen were met by a man on the Coney Island Boulevard, who ran toward them and stated that a wheelman had been injured a bit down the road. The wheelmen scurried off to give whatever assistance they could. They had scarcely started when they met two buggies driving furiously up the road, and one of the party, a tricyclist, just escaped collision with one of the wagons. About a mile from Coney Island they found several members of the Algonquin Wheelmen (a Brooklyn club) bending over one of their number, who had been struck by one of the buggies passed by the Long Islanders. They stated that while riding down the road, as close to the right curb as they could possibly get, they met the two buggies. They occupied the extreme right and left of the road, and both riders were intoxicated. They were racing each other, and lashed their horses in their efforts to beat each other. Despite the cries of the wheelmen, the man on the right side of the path never swerved a bit, but drove right by the wheelmen. The wheels of the buggy struck Mr. F. B. Mirick, throwing him violently to the ground. The men rushed away into the darkness without being recognized. Mr. Mirick was knocked insensible, his jaw being fractured in three places, and his face horribly cut and gashed. A doctor, who happened to be passing, drove him to an hotel near by, bandaged his jaw, and, when he began to show signs of returning consciousness, took him home in an open barouche. At latest accounts, Mr. Mirick was doing as well as could be expected under the circumstances.

At a meeting of the Brooklyn Board of L. A. W. representatives, to be held next Monday night, action will be taken on the matter. The Park Commissioners will be asked to protect wheelmen, by policing the Boulevard, which is infested with so-called sports and "roughs."

## THE PITTSFIELD MEET.

The annual meet of the Berkshire County Wheelmen was held at Pittsfield, Mass., last Friday and Saturday. On Friday morning the weather was threatening, but after nine o'clock, the clouds cleared away, and the wheelmen rejoiced. When the races were started at 2.30 but 500 people were present, but this number was largely increased by late arrivals. On the second day the attendance and the races were better than on the first.

### FIRST DAY.

The meet opened with a mile novice race, for which the following men turned out: D. F. Grady, E. F. Hill, T. H. Livermore, R. B. McGruder, all of Pittsfield, and F. H. McKee, of North Adams. Grady went into the lead at the start, but quickly gave way to McKee. On the last half Livermore went to the front and won in 3m. 22½s.; McKee, 2d; Grady, o; the other two men took headers.

The next event was a three miles bicycle race for the Berkshire County championship, in which W. H. Sheriden and H. Lee competed. Lee won easily, actually pedaling part of the distance one-legged, to the delight of the spectators. Time, 10m. 26s.

The third race was a one-mile for promateurs. Rowe, Rhodes, Burnham, and Kluge were the starters. Rowe took the lead from the start, and was never headed, winning in 2m. 48s. The race between Kluge and Burnham for second, was interesting, the "Star" man winning in 2m. 44s.; Rhodes, last.

The professionals were introduced in a five miles record race, Woodside won easily, taking nine laps; time, 15m. 37s.; H. G. Crocker, 16m. 16½s.; R. A. Neilson, 16m. 46s.; Chas. Frazier, o; W. J. Morgan, o.

A good field of six turned out for the half-mile handicap. W. E. Crist dropped out after the start, leaving the contest to DeBlois, H. J. Hall, Jr., W. H. Langdown, P. S. Brown, and C. W. Ware. The men were pretty even at the quarter, time 47s., but DeBlois easily came away on the rush for home, and won in 1m. 29s.; Langdown, 2d; Brown, o.

The two miles promateur race brought out Hendee, Ives, and Kluge. Hendee led at the half, in 1.41, Kluge at the mile, in 3.08. On the last lap Kluge fell away, and Ives and Hendee had a rush for the tape, the latter winning in 6m. 07 2-5s.; Ives, 6m. 08 2-5s.

In the evening a large crowd attended the entertainment at the rink.

### SECOND DAY.

The second day was favored with better racing weather, a faster track, and with a larger attendance. The surprise of the day was Ives' victory over Rowe in the five-mile race.

Ives, Kluge and Burnham turned out for the open event, a half-mile rush. Burnham won in 1m. 21½s.; Kluge, 1m. 22 3-5s.; Ives, o.

A three-mile professional race brought out Morgan, Frazier and Neilson. Neilson won by a fine spurt on the home stretch; time, 9m. 11s.; Woodside, 9m. 12½s.

The third race, a two-mile amateur open, brought out Crist, Kavanaugh, Brown, Hall, DeBlois and Foster. The latter won in 6m. 12s.; Kavanaugh, 6m. 15 1-5s.; DeBlois, 6m. 19½s.

The five miles promateur handicap proved a waiting race between Rowe, (scratch) Burnham, (75 yds.) and Ives, (175 yds.) Rowe easily caught up with the long-mark men at the third mile. The next two miles was a stroll, finishing with a home-stretch rush, in which Ives just got his wheel across the tape first; time, 17m. 02½s.; Rowe, 2d.

The one-mile three-minute class was won easily by Langdown, from a field of five. Time, 3m. 08 2-5s.; Ware, 3m. 12s.

The next event, a one-mile professional, gave Crocker a chance to come to the front; time, 2m. 59s.; Woodside, second; Neilson, o; Frazier, o.

The three-mile promateur race was a mere excursion for Hendee, who won in 9m. 56 2-5s., beating Kluge and Stone.

The five miles open was a good race between Foster, Kavanaugh and Langdown. Foster won in 16m. 41 1-5s.; Langdown, 16m. 41½s.; Kavanaugh, o.

The final contest was a one-mile consolation race, which was won by Brown in 3m. 25s.

## FIXTURES.

### SEPT. 14, 15, 16, 17.—Springfield Tournament.

SEPT. 18.—Race meet of Associated Clubs at Pittsburg Pennsylvania.

### SEPT. 18.—Fall Meet of Kings County Wheelmen.

SEPT. 18.—Race meet of the Owl Cycling Club at Baseball Grounds, Chicago, Ill.

SEPT. 18.—Races of Passaic County Wheelmen at Clifton, N. J.

SEPT. 21, 22, 23.—Races at Junction City, Kansas.

SEPT. 22.—First Annual meet of Wilkesbarre Ramblers at Wilkesbarre, Pa.

SEPT. 25.—Five-mile Road race of Brooklyn, Bi. Club.

SEPT. 27.—Annual 100-mile Road race of Boston Bi. Club. R. J. Toomes, 3 St. James St.

### SEPT. 30, OCT. 1, 2.—Roseville, N. J., three days meet.

OCT. 1.—Wheelmen's Illuminated Parade at St. Louis.

OCT. 1-3.—L. A. W. interstate meet at St. Louis.

### OCT. 16.—Grand One Day's Meet of the Ixion Bicycle Club at Roseville, N. J.

NOV. 2.—Twenty-five miles Road race of Inter-Club Road Racing Association at Roseville, N. J.

## FOR SALE, EXCHANGE, WANTS.

### RUDGE RACERS. Attention Racing Men.

1 53	Rudge Racer, used twice,	-	\$90.00
1 54	" " " three times,	-	90.00
1 55	" " " never ridden,	-	90.00
1 57	" " " " " "	-	90.00

Saddle on backbone, and all latest improvements. Apply early.

STODDARD, LOVERING & CO.,  
152 to 158 Congress St., Boston.

## BARGAINS!!

SECOND HAND CYCLES in great variety at VERY ATTRACTIVE PRICES. All sizes, makes and finishes. Enclose stamp for particulars, stating wants. Machines bought, sold on commission (10 per cent.), or exchanged. New wheels if desired. Correspondence solicited.

NEW YORK BICYCLE AGENCY,  
21 Worth Street, New York.

54-INCH—86 pattern Expert, almost new, will be sold at a special bargain. Also 52-inch new Rapid.  
BUTMAN & CO., 89 Court St., Boston.

PARTNER WANTED. In the bicycle business. One who has a little money to invest, being part or all purchase money in half interest of the business.  
T. HUNT STERRY, 435 Flatbush Ave, Brooklyn.

BICYCLES AND TRICYCLES—Sent to any address for examination (by freight or C. O. D.) upon receipt of charges for transportation.  
BUTMAN & CO., 89 Court St., Boston.

FOR SALE. 54-inch Humber Bicycle, no defects, C. O. D. \$75. CHAS. M. AMS, 373 & 374 Greenwich St., New York.

BARGAINS—For cash. Wheels not sold on installment nor rented.  
BUTMAN & CO., 89 Court St., Boston.

FOR SALE—54-inch Expert. Columbia pattern, 1885, full nicked, ball bearings, in good order. Also King of Road Lantern, bundle carrier and L. A. W. badge with genuine sapphire. Machine \$85. Sundries at a bargain. Can be seen at 218 Washington St., New York City.  
E. J. WESSELS.



## A WEEK IN WISCONSIN.

I contented myself with a short walk before retiring. The Windsor House is almost entirely new, having been open but about nine weeks, and everything is clean; table excellent and the service good. Better than all that, the rates are quite moderate—an important item to a touring wheelman. My room looked out on the lake, but at first I was disgusted with the fog whistle's blowing.

August 8th was Sunday, and also my birth-day, so I concluded to celebrate it by taking it easy. That forenoon I rode up to Whitefish bay and back, a twelve miles' run, visiting the pumping works on my way back. The road up the lake is very good, but inclined to be dusty. Some three miles are toll roads, but no fee is exacted of wheelmen. After a light rain, and by the light of the moon, I should imagine this run as near perfection as wheelmen often enjoy. This was my first visit to Milwaukee, and it struck me as a city of pretty residences, well laid out streets, and some fine business buildings. At 3 p. m. I slowly wheeled out Grand avenue, one of the finest streets I have ever seen, nearly one hundred feet wide, superbly paved, and lined with fine residences and handsome rows of trees. It is a street of which any city might be proud. Some three miles out, I turned into the road leading to the Soldier's Home; the roads are like well-swept floors, as all roads would be if under Government management. There are some 1,500 soldiers living here, and the soldier's band gives concerts every Sunday from 4 to 5.30 p. m. I heard part of it, and will say they can play very well. The grounds are very neatly kept. Being Sunday, I was not able to gain admittance to the buildings. A great many people had driven out from the city to hear the concert. At 5 p. m. I concluded to try for Waukesha, the air being somewhat cooler. Roads were quite fair but dusty. Ten miles from Waukesha, by turning to the right, one strikes what is known as the "graded road," part way under toll gates, and it is very good. Again no toll was asked, and wheelmen appear to be a favored class, exempt from such expense. One long smooth hill almost tempted me to turn round and coast down it only to push up again. Not knowing but what I might need any strength I had, I refrained. Roads grew more sandy, but I reached Waukesha at 7 p. m. Stopped at the American House this time; not much better than the Park. Had made 30 miles this day, though an unusually warm one.

On the morning of the 9th, after sampling a bath in the famous "Bethesda" water, also numerous tumblers of "Silurian," I started at 9 a. m.—my usual hour—for Oconomowoc, taking a more southern route this time. In a season with the usual amount of rain, these roads in Waukesha County would be very good, but this year the roads are sandy, all small stones have come to the surface and lie loosely there, and given a very hot day in addition, the eighteen miles to Oconomowoc were not covered till 12.30, with frequent rests by lakes and under trees. Took dinner at Draper Hall, as before, and can recommend this house as a good one. At dinner time a fine string of black bass, just caught and still flopping, was brought in; should think they would weigh from one to five pounds. I made no start till 3 p. m., Watertown being

only fifteen miles off, and that the end of my tour. The roads were better in this direction, being more clay and less sand. The ride up the river, at the latter point, was very pretty. At 5.30 I was at the Tremont House again, and at 7.43 in dry clothes, well fed and terribly sun-burned. I took the train for La Crosse, reaching that place at 1.50 a. m. I had planned to go on to Winona next morning on the 9.05 train, and wheel round there a little during the day, but upon alighting from the cars at Winona found a bad crack in the backbone of my "Yale," caused by my M. I. P. bag having worked on the screw the spring slides on, and making a sort of wedge of it. At least I supposed that and the bad roads to have caused it. That put an end to my riding for the present, and I confined my travels around Winona to a carriage and the horse cars.

Winona has an enthusiastic, hospitable club, and they are doing all in their power to make the State L. A. W. meet, to be held in September, a great success. With a quarter-mile track in good condition and good weather, they can certainly succeed. I reached home at 10 p. m., having put in two hundred and ten miles in six days, an average of thirty-five miles per day. Had gained five pounds even with hard work in hot weather, and seen considerable new country. One would get more enjoyment, though, in having a companion of similar tastes and habits, and taking the trip in a more rainy season. Or one could make either of the summer resorts I have mentioned his headquarters for a week or two, and take short excursions in various directions. Possibly this would be the most enjoyable plan of all. I hope to try it again at some other time.

Concluded. L. B. G.

## TWENTY MILES IN AN HOUR ON A TRICYCLE.

On July 27th, 1882, the late H. L. Cortis astonished the whole world by riding a bicycle twenty miles in an hour, considered then an astonishing feat, and now, only four years later, G. Gatehouse, of the Cambridge University Bicycle Club, has fairly created an excitement by doing the marvelous feat of riding twenty miles in the hour on a tricycle. The now well known track at Long Eaton has proved itself the fastest track in the world, as, not only on account of Gatehouse's grand ride, but also on account of the record made by P. Furnivall, of the Berretta B. C., by riding a bicycle in the world's record time of 2m. 30s., timed by Mr. W. Alexander, N. C. U. Thursday last turning out a fine, nice day, and Gatehouse determined to try and do what he had set his whole heart on, viz: the twenty miles in the hour, so, as the morning was propitious, preparations were duly made; the intermediate miles being marked out by the ever cautious Secretary, Mr. Pridham, and some pacemakers being sent for, it only remained to telegraph to the official timekeeper of the N. C. U., Mr. Pem. Coleman, and get him down to make things quite complete. Of course the various cycling papers were informed, but only one we believe, sent a representative, who duly turned up during the afternoon, and finding that a fairly strong wind was blowing, decided to take the evening train back to town, asserting that it was an impossibility for any record to go. Anyhow, it shows how anyone may be mistaken, as a better performance than was done has never been our luck to see. The official timekeeper coming on to the grounds about six o'clock, a move was made for a start, but those in authority and the knowing ones differed, so after waiting an hour for the wind to drop (which it would not), Mr. Coleman persuaded Gatehouse to start and go for five miles, as he thought some records might go; so the pace-makers being mounted on a tandem, Gatehouse brought out his trusty "Beeston Humber" and got on the 20 miles mark a few minutes past seven, and being sent to a good start soon got on to the tandem, and going at a rattling pace did the first mile in 2m. 50½s. time, and ¾s. inside even time. Still keeping up the

pace he finished the second mile in 5m. 38½s., which showed 22½s. inside. Now things began to look very hopeful, and still keeping up the same steady pace, he finished five miles in 14m. 27½s., or 32½s. inside. Things looked so very rosy he was told to keep on, and, pegging away a right good one, he finished ten miles in the unprecedented time of 29m. 26½s., or 33½s. inside evens at half distance, beating the previous record by 4m. 7½s., otherwise a mile inside the old record. In the meantime, the pace-makers were being continually changed, and began to cry they had had enough, but still going on, 15 miles were rolled off in 44m. 23½s., being 6m. 40½s. ahead of the old record time, or two miles and over to the good. The excitement now among the spectators got up to the highest, and as mile after mile was knocked off, it became a matter of speculation whether the 20 miles bicycle record of R. H. English would be wiped out or not (59m. 6½s.). Gatehouse was still keeping hard at it, and as the bell was rung for the last lap he went for all he was worth, and coming away from the pacemakers finished the 20 miles in the world's time of 59m 10½s., only four seconds behind the bicycle record. It only remains to state that the "Beeston Humber" he was riding simply carried him well, and Gatehouse still going on till the pistol was fired (showing the hour was up), did 20 miles, 360 yards and 6 inches in the hour, establishing a record which will remain for many a long day, and beating the previous 20 miles tricycle record by 9m. 31½s., or about three miles in the hour faster than any other man has ridden a tricycle. The laps were taken by Messrs. Norris, Turner and Tanyer, and pacemakers Messrs. Furnivall, Bowles, Lee, Cripps, Synner and Morris. The times, as given below for each mile, were taken by Mr. P. Coleman, official timekeeper N. C. U., and it is worthy of note he also scores a record, as he officially timed the late H. L. Cortis, the first man who ever rode a bicycle 20 miles in the hour, and also G. Gatehouse, the first man who ever rode the tricycle 20 miles in the hour. A very great deal of praise is due to the trainer, the well known Harry Leeming, who brought his man to the post in splendid condition, which proves that his system of training is as near perfect as can be. Gatehouse now holds the tricycle records from one-quarter mile to 20 miles, both inclusive. Times for each mile:

MILES. TIME. PREVIOUS RECORD. EACH MILE.

1....	2	50½	0	2	41½	2	50½
*2....	5	37½	0	6	17	2	47½
*3....	8	30½	0	9	38½	2	53½
*4....	11	26½	0	13	3	2	56
*5....	14	27½	0	16	19	3	0½
*6....	17	25½	0	19	35	2	58
*7....	20	15½	0	22	54	2	51½
*8....	23	15½	0	26	9	2	59
*9....	26	25½	0	29	23	3	9½
*10....	29	26 1-5	0	32	33½	3	0½
*11....	32	24 3-5	0	37	26	2	58 2-5
*12....	35	24 1-5	0	40	51	2	59 3-5
*13....	38	24 4-5	0	44	19	3	0 3-5
*14....	41	23 4-5	0	47	45 3-5	2	59
*15....	44	23 4-5	0	51	4	3	0
*16....	47	16 3-5	0	54	34	2	52 4-5
*17....	50	18 1-5	0	57	58	3	1 3-5
*18....	53	22 1-5	1	1	35	3	4
*19....	53	15 4-5	1	5	11 3-5	2	53 3 5
*20....	59	10 3-5	1	8	42	2	54 4-5

—The Cyclist.

\*Denotes record.

At the Cleveland races, George Collister and J. T. Huntington broke the one-quarter and one-half mile tandem record on a Rudge Humber Tandem, making the one-quarter in 43 1-5 seconds, and the one-half in 1.24.—*Adv.*

At Jarrow, on August 28th, W. A. Illston and R. N. English started from scratch in the final of the mile handicap. Illston won by a few yards, after a good race, in 2.46 2-5.

Both B. B. Ayers, Tourmaster of the L. A. W., and G. R. Bidwell, the Chief Marshall, will use the Rudge Light Roadster on the L. A. W. tour. Of the sixteen officers of the tour, nine of them are mounted on their Rudge Light Roadsters.—*Adv.*



THE BIG FOUR TOUR.

AN ACCIDENT TO A TOURIST.

The Big Four Tourists arrived in this city last Saturday morning. The little interest taken in the tour this year is one of the changes of public taste and sentiment, which are as inexplicable as they are sudden. The tourists dined at the Grand Union Hotel, and took the steamer from the Old Dominion Pier, starting for Old Point Comfort at 3 P. M.

The following men are participating in the tour :

H. Orr, Toronto ; E. H. Wilcox, Chicago ; Robert Daniels, Toronto ; Forrester Knox, Perry Champlain, J. H. Otterstatter and Edward Wilson, Buffalo ; Charles Wilson, Pottsville, Pa. ; J. R. Scates, Paducah, Ky. ; J. P. Downs, G. R. Leipoldt and A. R. Jennings, New York ; Charles Hansell, Springfield, Ill. ; Fred D. Wolcott, Peoria, Ill. ; Guy A. Brown, Toledo, O. ; A. M. Hinckley and M. P. Warner, Chicago ; W. R. Boardman, Lime Rock, Ct. ; Herbert O. Chase, Haverhill, Mass. ; R. P. Orr and F. D. Green, Amsterdam ; George Morley, Clyde ; Harry R. Wilson, Clarion, Pa. ; J. B. Mitchell, B. Y. Banes and Frank L. Harris, Philadelphia, Pa. ; D. G. Ellsworth, Penn Yan ; J. J. Tan Nort, F. D. Watts and C. M. Crawford, Scranton, Pa. ; W. T. Williams, Yantic, Conn.

A sad, and possibly fatal, accident happened to one of the tourists last Friday, just before entering Ithaca, N. Y. While the tourists were riding down hill, Mr. George B. Dakin, one of the most popular and able wheelmen of Buffalo, laughingly said that he would ride the hill, while the others coasted,

or at least rode very carefully. While going at a high rate of speed, Mr. Dakin took a fearful header, striking on the right side of his forehead, sustaining concussion of the brain, and possibly a fracture of skull. Two of the tourists remained at Ithaca to take care of their companion. A dispatch, a day after the accident, reported Mr. Dakin to be still in a state of unconsciousness.

Mr. Warner also took a header on the same hill, receiving a severe gash under the chin. The tour will terminate at Harper's Ferry on September 18th.

ENGLEHEART, ON A "KANGAROO," RIDES 20 MILES IN 59M., 27S.

On the Coventry Cricket Grounds, on Friday last, August 27th, A. P. Engleheart, of the Croyden Cycle Club and Midland Road Club, essayed the task of riding 20 miles in the hour on his safety. The evening was close and heavy, with scarcely any wind, and the track was in fair condition. We append the times for each mile :

MILES.	M.	S.	MILES.	M.	S.
1.....	2	54	11.....	32	52
2.....	5	50 <sup>3</sup> / <sub>5</sub>	12.....	35	54
3.....	8	48	13.....	38	55
4.....	11	47	14.....	41	54 <sup>3</sup> / <sub>5</sub>
5.....	14	46 <sup>1</sup> / <sub>2</sub>	15.....	44	55
6.....	17	48 <sup>3</sup> / <sub>5</sub>	16.....	47	53 <sup>1</sup> / <sub>2</sub>
7.....	20	51	17.....	50	48
8.....	23	53	18.....	53	44
9.....	26	54 <sup>2</sup> / <sub>5</sub>	19.....	56	39
10.....	29	55 <sup>3</sup> / <sub>5</sub>	20.....	59	27

Engleheart finished up remarkably fresh, covering his last mile in 2m. 48s. After his splendid show we think Engleheart could easily cover 21 miles in the hour, and, on the ordinary bicycle could, we think, beat that distance.—*The Cyclist.*

The Ixion Bicycle Club opened their billiard room on Wednesday with appropriate celebration.

A two days' race meet will be held under the auspices of the Winona Club, at Winona, Minn., on September 22-23.

The Brooklyn Bicycle Club will hold a five miles road race on Saturday, September 25th. Perhaps the chairman will inform us whether it is an open event, and where it will be ridden.

Baird's action in taking the blame for his fall on his own shoulders at the Wanderers' meet on Saturday, made him many new friends.—*Recreation.*

This is the greatest gymnastic feat ever accomplished, as Baird is the first man who has ever fallen on his own shoulders. There is a big future for Mr. Baird. Dime museum managers will please note.

GET THE GENUINE

BOSTON BICYCLE AND SPORTING SHOES.

PAT. AUG. 1, '82, AND MAY 15, '86.

STRICKLAND & PIERCE,

156 SUMMER ST., BOSTON, MASS.

Sizes and Half Sizes, 5 to 12. 4 Widths, 2 to 5.

JOHN HARRIOTT,

MEDALS and BADGES,

Bicycle Club Pins of Every Description.

DESIGNS ON APPLICATION.

433 Washington St., (Room 34, Cor. Winter St

—Boston, Mass.—

We will Absolutely Guarantee

# THE AMERICAN SAFETY

To be the Easiest Running Bicycle in the World, and we know whereof we speak.

*It is original too and not a copy of a foreign make. We append herewith the unsolicited testimony of three of the largest dealers in the country who sell all the well-known makes, and who have purchased, paid for, and are now riding this machine because they know it is the best, and therefore the mount for their personal use*

DAYTON, OHIO, August 13th, 1886.

MESSRS. GORMULLY & JEFFERY.

Dear Sirs : Please send me, by freight, as soon as possible, one 42-inch American Safety, with ball bearings to both wheels and cranks, and with cow-horn handle bars. I wish this for my own use. I have, for the last five years, been riding an — but the American Safety you sent me has spoiled me, and I think the one you send me will be my future mount.

Very respectfully,  
A. W. GUMP.

INDIANAPOLIS, IND., May 6, 1886.

MESSRS. GORMULLY & JEFFERY.

Please ship, etc., also, a 46-inch American Safety, with balls all over, for the writer's own use. We believe you have by far the best dwarf machine in the market. It runs easier than any light roadster I ever mounted, and I shall ride one the balance of the season.

Yours truly,

C. F. SMITH,  
Manager Indiana Bicycle Co.

NEW HAVEN, CONN., June 3, 1886.

MESSRS. GORMULLY & JEFFERY.

The 42-inch Safety has arrived, and the purchaser is more than pleased with his mount. I tried the American Safety myself, and I must say that it has the finest action for a Safety and the easiest running bicycle I ever rode, and that is saying much, as I have ridden almost every make. I congratulate you on your achievement of turning out the best Safety for the lowest price.

Yours, J. C. THOMPSON,  
Pres. and Treas. Am. Bi. Co.

*The last edition of our catalog printed in July and containing detailed descriptions of this and our other excellent cycles mailed free.*

GORMULLY & JEFFERY,

CHICAGO, ILLS.



# THE WHEEL.

## MISCELLANEOUS.

[Advertisements inserted in this department; not over four lines nonpareil, for \$10 a year.]

**FOR EXCHANGE**—Specialty in furnishing new wheels for exchange.

BUTMAN & CO., 89 Court St., Boston.

MURRAY'S, 100 Sudbury Street, Boston, Mass., is the Eastern Headquarters for the American Challenge, Safety and Ideal. These are high grade machines at low prices, and the best wheels in the market for the money. Send 2-cent stamp for large illustrated catalogue.

**FOR SALE**—52 Inch Rudge Light Roadster, in fine condition, \$70. New Model Pony Star, \$80.

BUTMAN & CO., 89 Court St., Boston.

MURRAY'S, 100 Sudbury Street, Boston, Mass., is the place to get your repairing done. I make a specialty of parts for repairs, and keep a large stock on hand. Am successor to the late Cunningham Co. Send 2-cent stamp for price list, discount to the trade.

**DO YOU WANT TO BUY A WHEEL?** We have one that will suit you. Prices from \$15 up.

BUTMAN & CO., 89 Court St., Boston.

I HAVE a few more Harvards, Yales, and Cornells left, which I am selling at greatly reduced prices; also Meteor Sociables. Old machines taken in exchange for new ones. The only place where you can get the parts of the above machines. Send for second-hand list to Murray's, 100 Sudbury Street, Boston, Mass.

**BICYCLES, TRICYCLES**—To close out stock. 150 machines. No price list. Correspondence invited. Send stamp, stating, as definitely as possible, the description of wheel wanted, also size and about what price.

BUTMAN & CO., 89 Court St., Boston.

CHICAGO, ILL.—THE JOHN WILKINSON CO., 68 Wash Avenue, makers of Bicycle Hose Supporters. The best style made. Price per pair, 35 cents by mail. Agents for the Columbia Bicycle. Send stamp for catalogue.

**FOR SALE**—Columbia three track bicycle, in good condition; cost \$160, will sell for \$65. A bargain.

BUTMAN & CO., 89 Court St., Boston.

PORTLAND, ME.—LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON.



## EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from \$8 up. Second hand wheels taken in trade and bought and sold. Send for large illustrated catalogue 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

**HOLDFAST®**  
TIRE CEMENT  
**PUT UP IN 2 OZ. STICKS**  
PRICE 20 CTS.  
SENT POST PAID ON RECEIPT OF PRICE  
=H.B.HART, 811 ARCH ST. PHILA.=



Before you buy a BICYCLE, send to H. B. HART, 811 Arch St., Philadelphia, for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.

ALL WELL ? ? ?

—Write soon !

And order ? ? ?

**THE WHEELMEN'S GAZETTE**  
50 CENTS PER YEAR.

SAMPLE COPIES FREE.

**THE WHEELMEN'S GAZETTE,**  
SPRINGFIELD, MASS.



## "Home Exerciser"

For brain-workers and sedentary people. Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. Down.

## BICYCLE MEDALS.

## ATHLETIC MEDALS.

## LAWN TENNIS MEDALS.

## CLUB \* BADGES.

Jens. F. Pedersen,  
MANUF'G JEWELER.

1 1/2 MAIDEN LANE,

— N. Y. —

MAKER OF THE L. A. W.

Championship Medals.

\$20.00



Silver Fly-Back

## TWENTY DOLLARS!

For the latest, lowest prices and one of the best

## CHRONOGRAPH \* WATCHES. \*

IN THE MARKET.

Silver, Open Face Stem Winder and Stem Setter.

START, STOP and FLY-BACK.

Accurate and Guaranteed by

JENS. \* F. \* PEDERSEN,

Importer of Watches.

1 1/2 MAIDEN LANE,  
NEW YORK.

## TRY OUR

## For Sale, Exchange and Wants

### COLUMN.

Under 16 words	-	-	30 cents.
Three insertions	-	-	75 cents.
Under 21 words	-	-	40 cents.
Three insertions	-	-	\$1.00

## FOURTH ANNUAL Fall Race Meeting OF THE KING'S COUNTY WHEELMEN.

Saturday, Sept. 18, 1886,

3:45 P. M.

AT THE BROOKLYN A. C. GROUNDS.

(DeKalb & Classon Aves., Brooklyn, N.Y.)

Can be reached by horse car or elevated rail-road from Bridge or Fulton ferry in 30 minutes.

## EVENTS:

- 1 mile Novice race club—K. C. W.
- 1 " " " open.
- 1 " Lap open
- 2 " Team " 4 members to club.
- 2 " Handicap "
- 3 " " "
- 5 " Scratch. "
- 1 " Consolation.

Entrance fee to each event 50 cents; close September 11th with Chas. Schwalbach, 124 Penn Street, Brooklyn.

Admission, 50c. Reserved Seat, 25c. Extra.

**T. HUNT STERRY,**  
Importer and Dealer.  
*Machines Repaired, Machines Hired.*  
BICYCLES SOLD ON THE INSTALLMENT PLAN.  
BICYCLES BOUGHT and SOLD on COMMISSION.  
**SEND FOR PRICE LIST.**  
435 Flatbush Ave., Brooklyn, N. Y.



**THEOPHILUS WOBBLE'S**  
Trip around the World on a Bicycle.

ILLUSTRATED.

Commenced in Texas Siftings,

JULY 3d, 1886.

FOR SALE BY ALL NEWSDEALERS

BACK NUMBERS CAN BE OBTAINED FROM

**THE TEXAS SIFTINGS PUB. CO.**

240 BROADWAY,

— NEW YORK. —



# SPRINGFIELD.

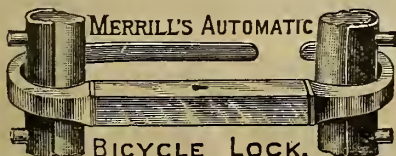
## FIFTH GRAND \* INTERNATIONAL TOURNAMENT OF THE SPRINGFIELD BICYCLE CLUB.

ON THE FAMOUS

Hampden Park, Springfield, Mass., U.S.A.

SEPTEMBER. 14. 15. 16. AND 17, 1886

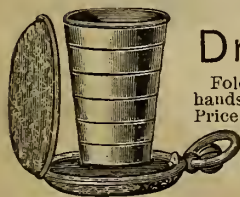
## GRAND RACE FOR THE World's Championship.



**MERRILL'S AUTOMATIC  
BICYCLE LOCK.**  
For locking Bicycles. New, Novel and Elegant.  
Can be applied instantly and locks automatically.  
Is neat, compact and cheap. Weighs only 2 1/2  
ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one  
of your locks the first of the season, and can say it is really the  
only lock on the market good for anything. I leave my bicycle  
anywhere and have never had it tampered with, and yet, two bicy-  
cles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent  
post-paid on receipt of \$1.00.  
MARLIN FIRE ARMS CO., New Haven, Conn.



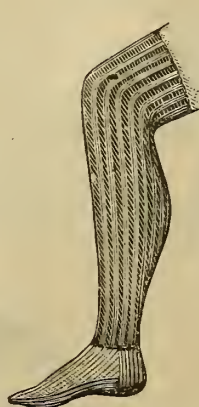
### POCKET Drinking Cup.

Folds together and goes in a  
handsome nickel case size of watch.  
Price 40c. each or 3 for \$1, postpaid.  
Agents can coin money selling  
them during the picnic and  
excursion season.

Greghill Mfg. Co.,  
Meriden, Conn.



# They're NOT English, you know,



"Club Hose."

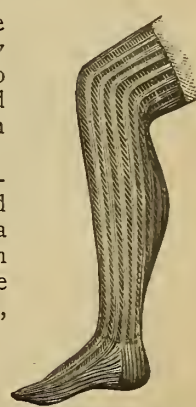
but Goetze's Best  
Bicycling Hose,  
made from selected  
yarns in every color.



THE attention of the  
trade is respectfully  
called to our "Club  
Hose," a standard and  
reliable article, which

we make to order to match any shade of cloth

Our "Columbia Hose" for 1886 is a new article of im-  
proved pattern. The specialties are that the rib is extended  
down the front of the foot, giving a neat appearance when a  
low shoe is worn. Also our patent flat seam at the back which  
will not rip, and seamless heel. This stocking will compare  
most favorably, and has been judged by riders of experience,  
to be superior to the best English makes.



"Columbia Hose."

For sale by all Gents' Furnishing Goods Dealers, &c.

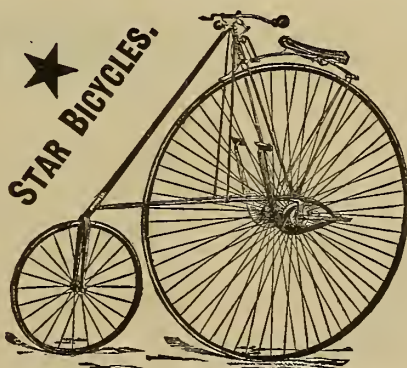
**THEO. GOETZE & CO.,**

MANUFACTURERS,

256 GRAND STREET,

NEW YORK.

★  
STAR BICYCLES.



## SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.

First American Machine to make more than 20 Miles  
within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed  
and Grade.

Won all the First Premiums, when in Competition,  
since 1881.

NEW CATALOGUE READY.

**H. B. SMITH MACHINE CO.**

Smithville, Bur. Co., N. J.

# English Felt Lawn Tennis Hats.

FOR

THE SEA SHORE OR

COUNTRY USE.



Scarlet, Orange,

Blue, Fancy Mixed, Navy,

Black and Brown.

**50 CENTS EACH.**

Sent to any address, by mail, on receipt of price.

# Ira Perego

128 & 130 Fulton St.,  
87 Nassau St., N. Y.



## SPECIAL ANNOUNCEMENT NO. 1.

THE

### COLUMBIA \* SAFETY,

Which was recently placed upon the market, has received a recognition from wheelmen beyond our most sanguine predictions for its reception.



THE HANDSOMEST SAFETY.

THE LIGHTEST SAFETY.

THE ONLY SAFETY

WHICH IS

SELF-ADJUSTABLE TO ANY REACH OF RIDER.

We have now a stock of these machines sufficient to immediately fill orders of any reasonable size.

## SPECIAL ANNOUNCEMENT NO. 2.



The unprecedented demand for the

### KIRKPATRICK \* SADDLE

has heretofore this season rendered it extremely difficult, often impossible, to fill orders for old Columbia riders, and owners or dealers of other makes of machines, with a degree of promptness satisfactory to us. It is with pleasure that we announce a

### LARGE STOCK

of these saddles, ready for immediate shipment.

CATALOGUE SENT FREE.

THE POPE MFG. CO.,

597 WASHINGTON STREET, BOSTON.

12 Warren Street, New York.

—Branch Houses,—

115 Wabash Avenue, Chicago.

GEO. R. BIDWELL, 313 W. 58TH STREET, NEW YORK.

I rent Rudge and Columbia bicycles and tricycles to responsible and competent riders at reasonable rates.

I sell Rudge and Columbia bicycles and tricycles on easy terms.

I have the most complete and varied stock of wheels and sundries in the city; showing six of the leading makes—**ALL WINNERS.**

Purchasers taught to ride free.

I have a well equipped repair shop and guarantee my work and prices.

Send for my catalogues, terms, etc.