

Vol. XII.—No. 21.]

NEW YORK, AUGUST 19, 1887. [WHOLE NUMBER, 307.

# And, Still, There's More to Follow!

EACH MAIL BRINGS US NEW ONES!

### READ THESE TWO:

THEY ARE WORTH IT.

THE GORMULLY & JEFFERY MFG. Co., Chicago, Ill.:

Permit me to quote from the Bicycle South, of May, 1886: "A beautiful sample of Gormully & Jeffery's new wheel, the American Champion, has just been received by the local agent, Col. E. C. Fenner. It is a full nickeled, 53-inch, of exquisite proportion and workmanship. A personal examination of this worthy candidate for favor only confirms the opinion formed by the accounts which had preceded it. All the best principles of modern cycles are embodied in it, together with many special features controlled entirely by its manufacturers. Truly it is a mount to be coveted, and its possessor will be a subject of envy until the Champion has reached the high popularity on our roads which it is certainly destined to attain."

As the author of the above passage, being at that time editor of the B cycle South; I wish to add my confirmation of everything set forth therein. Shortly after the appearance of that article I sold the wheel I was then riding and became the fortunate possessor of the identical wheel referred to. Since then I have covered some three thousand miles, and gladly testify to its superiority in many respects while it certainly holds its own on every point where it is brought into comparison with other wheels.

There is one feature upon which I wish to particularly congratulate your factory. The excellence of the nickel-plating upon the "Champion" I ride certainly speaks volumes for this class of work turned out by you. No later than some three weeks ago I have been taxed with having my wheel overhauled and certain parts re-nickeled, when in fact nothing had been done except to give the wheel an ordinary cleaning, which it was sadly in need of at the time.

The overwhelming popularity of your wheels in this part of the country

The overwhelming popularity of your wheels in this part of the country is a sure indication of their worth, while the energy and enterprise displayed by you in adding all late improvements which tend to benefit riders is a guarantee that you will aiways be in the front rank of American manufacture.
Yours very truly,

MESSRS. GORMULLY & JEFFERY,

Gentlemen:

Gentlemen:

It affords me great pleasure to state that I have been riding one of your latest American Light Champions of 1887. I have been riding it since April 1, doing an average of 10 miles a day, and have not had it in the shop yet. My machine is full nickeled and is in the same condition as the day it came from the factory. I have been caught in the rain and found no difficulty in restoring the original brightness with a dry cloth. I am pretty hard on a machine, and to stand the test that I have given the "American Light Champion," the machine must be a "champion" in the true sense and meaning of the word. The American Light Champion is a strong, durable and neat machine, and just the thing for a cyclist to own.

I have not used any of the other makes, but I have been watching them, and can plainly discern that the rider is by no means as comfortably fixed as those who ride the Champion.

The cobble-stone saddle will always speak for itself on rough roads.

The majority of the 150 riders down here use Champions—the Cham-

The majority of the 150 riders down here use Champions—the Champion are three to one of other makes—and the roads are by no means good ones for any machine. Yet the Champion gets over them with no trouble or expense of breaks.

Yours, &c.,

A. E. OLIVEIRA.

WM. W. CRANE.

Truly evidence of the foregoing character is sufficiently convincing to satisfy the most skeptical. If you are interested, send for Catalog.

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

N. B,---We also manufacture the longest line of Sundries in the market.

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Athletic, Bicycle Lawn Tennis MEDALS MADE FROM

STRICTLY Original Designs POPULAR PRICES.

Correspondence Solicited.

Send 3 two-cent stamps for Ilius-trated catalogue and price list-

# STA

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

25 MILES. NAME TIME. NO. H. J. Hall, Jr., K. C. W., C. A. Stenken, H. C. W., E. Valentine, K. C. W., H. L. Bradley, Ild. B. C., W. F. Caldwell, E. W., STAR, 1.33.53 STAR, 1.33.57 Columbia, 1.34.34 Columbia, 1.34.49 Columbia, 1.37.02

Roseville, N. J., July 4th. STAR first and second in 1-mile Novice.

" second and third in 1-mile STATE CHAMPIONSHIP " " 2-mile

New Castle Pa., July 4, 1887. STAR WON Hill-Climbing Contest.

1-mile Open. 2-mile Open. 3-mile Lap Race. DETROIT, MICH., JULY 10, 1887.

STAR WON 3-mile L. A. W. Championship.

25 MILES. NO. NAME TIME. H. Knox, K. C. W STAR, 6. 1.38.17 E. P. Baggot, H. C. W., S. B. Bowman, E. W., H. Greenman, I. B. C., Columbia, 1.40.02 STAR, 1.40.20 STAR, 1.43.36

WILKESBARRE, PA., JULY 4, 1887.

STAR WON

FIVE FIRSTS:

1-mile Novice. 2-mile 6.45 Class. 1/2-mile Boys' Race. 1-mile STATE CHAMPIONSHIP

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 Crank, settles the question as to which is best machine for such roads. Greenwood won easily. Stone "dropped out" at 46 miles.

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

N. Y. SALESROOMS, 115 LIBERTY STREET.

H. B. SMITH MACHINE CO., Smithville, N. J.

## BIG BARGAINS

rims, tangent spokes, ball bearings, cradle springs, lamp and bell. In fine order aside from wear of tires. Price \$95.00.

1, 54 New 1886 pattern American Rudge, never mounted. Enamel and nickel finish. "Fish" saddle and bag. Cost \$112.50; will sell for \$90.00.

1, 54 Harvard, standard finish, ball bearings, drop bars, new tires, good condition. Price \$50.00.

1, 50 Otto Special, standard finish, good order, "Fish"

saddle and bag. Price \$30.00.

1, 36 Kangaroo, geared to 54, suited to rider of 52 or 54, ball bearings, long distance saddle, foot rests, etc., used only four months, good condition. Price \$60.00. Big bargain.

1, Premier Trike, balls, lamps, etc., good condition,

The above machines are sold to make room for manufacturing saddles, and are not "wrecks" sold for a purpose, but are as represented.

Sent C. O. D. upon receipt of cash amount of charges both ways.

## WM. L. FISH & CO.,

69 Roseville Ave,

Newark, N. J.

### FOR SALE, EXCHANGE, WANTS.

POR SALE.—One 54-in Lakin Cyclometer, \$7. One O. W. Co. Head Lamp, can be used as Hub Lamp with Cyclometer, \$4.50. Z. & S. Luggage Carrier, \$1. Harwood Bell, \$2.50. All warranted as good as new. Victor Agency, Lock Box 132, Mitchell, Dakota.

OR SALE.—Star, 45-in. Special, ball bearings to both wheels, hollow frames; perfectly new; cost \$132.50. Address A. B., P. O. Box 444, New York City.

WANTED-A 58-inch Columbia Expert, or other standard make wheel. All nickeled preferred. Best offer accepted. U. P., P. O. Box 2922, New York.

FOR SALE-50-inch Standard Columbia Bicycle, nickel and enamel, balls to front, cones rear. Good order. \$35. Rieneck, Box 102, New Brunswick, N. J.

WANTED-A good second-hand spring STAR bicycle Saddle. Geo H. Smith, Watsontown, Pa.

OR SALE.—A Facile Bicycle in good condition; used but little. Price new \$136; will take \$80. For particulars address Wm. J., Jr., Asheville, Box 308, N. C.

COR SALE.—All high grade makes of Bicycles and Tricycles. Good second-hand wheels cheap. Send for catalogue W. E. Young, Dennisville, P. O. box 92, New Jersey.

WANTED.—One 52-in. Expert Columbia and one 52-in. Standard Columbia. State condition of wheels and particulars. Address Willard Hamman, Millwood, Kos Co., Ind.

OR SALE.—A 50-in. Standard Columbia Bicycle in good condition. Price \$25. Want a larger wheel is why I sell. Write at once for description. Nelson A. Bradt, L. A. W. 15632, Johnstown, N. Y.

COR SALE.—1 52-in. Sparkbrook Special Bicycle; King of I. R. lamp; \$90. 1 Cripper Running Tri-cycle, 36-in., first wheel 28; geared to 60-in.; \$100. Ad-dress No. 167 E. 75th st., bet. 3d and Lexington aves., New York City.

WANTED.-47-inch Columbia Light Roadster in exchange for stand and gold watch and cash. FOR SALE CHEAP.-52 inch Standard Columbia. Box 75. Wappingers Falls, N. Y.

OR SALE.—50-inch Standard Columbia Bicycle in fine order. Ball and cone bearings. Good reason for selling. Price \$60.00. Write for description to Bert K. Perry, Buffalo, N. Y.

POR SALE.—52-in. Expert Columbia, full nickeled, excellent condition, \$90,00. "Expert," Box 444, New York.

FOR SALE.—A 50-in American Ideal Bicycle, with bell, tools, etc.; all nickel except front rim. Price \$40.00. August Kinne, Richfield Spa, N. Y.

POR SALE -56-in. Standard Columbia; good condition; ball bearing front, full nickeled, except rims. W. B. Dodge, Box No. 6, Millville, Mass.

WANTED.—A bicycle—50-in. Expert Columbia; state particulars. W. F. R., 337 Clinton st., Brooklyn

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

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Second-Hand Bicycles, Tricycles and Tandems.

#### KEY TO DESCRIPTION.

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

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

## No. Size. . Size. Name. Cost. 36 Kangaroo Safety, \$130.00 55 Rudge L't Roadster, 156.50 52 American Rudge, 112.50 54 American Club. 150.00 54 Columbia Expert, 127.50 54 "Facile," 130.00 55 Spalding Semi Racer, 140.00 55 Sparkb'k Hum. Tdm, 265.00 Col. 2-track Tricycle, 160.00 50 Special Columbia, 120.00 51 Special Star, 160.00 48 Name. Cost. Price. \$60.00 4 2 80.00 4 1 70.00 4 1 75.00 2 1 75.00 Hif.Nkl. 2 70.00 4 1 80.00 3 1 50.00 50.00 50.00 200.00 110.00 50.00 95.00 | Special Star, | 160.00 | 95.00 | 115.00 | 75.00 | Sanspariel, | 127.50 | 75.00 | Sans. Light Roadster, | 120.00 | Special Star, | 120.00 | 80.00 | Special Star, | 125.00 | 80.00 | Special Star, | 125.00 | 85.00 | Special Star, | 125.00 | 80.00 | Special Star, | 125.00 | 80.00 | Special Star, | 125.00 | 85.00 | Special Star, | 125.00 | 85.00 | Special Star, | 125.00 | 85.00 | Special Star, | 135.00 | 110.00 | Special Star, | 135.00 | 110.00 | Standard Columbia, | 135.00 | 90.00 | Col. 2-track Tricycle, | 165.00 | 100.00 | Standard Columbia, | 85.00 | 50.00 | Standard Columbia, | 85.00 | 50.00 | Standard Columbia, | 85.00 | 50.00 | Special Star, | 135.00 | 85.00 | Special Star, | 135.00 | 85.00 | Sparkbrook, | 135.00 | 85.00 | Sparkbrook, | 135.00 | 85.00 | Spikb'k Cripper Tri. | 180.00 | 125.00 | Spikb'k Hbr Tdm get Spikb | 80.00 | Sparkbrk Hbr Tdm get Spikb | 80.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 ball 225.00 100 00 60.00 70.00 80.00 200 00 200 00 75 00 180.00 52 British Challenge Columbia Expert, Special Star, Special Columbia, Royal Mail, New Rapid, Col. Lt. Roadster, Victor, Col. Lt. Roadster, Victor, Columbia Expert, Rudge, Col. Lt. Roadster, Columbia Expert, Columbia Expert, Special Facile, ball 120.00 100.00 115.00 90.00 85.00 105.00 75.00 100.00 100.00 135.00 137.50 135.00 150.00

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No. 14—52-in. Club. Full nickel, ball wheels. Good cond. Price \$65.

No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Price

\$95. No. 24.—56-in, Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$83.

No. 23.—Coventry Club Tandem. Side steerer. Good cond. Price \$175.

No. 23.—Coventry Club Tandem. Side steerer. Good cond. Price \$175.

No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.

No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Price \$75.

No. 36.—48-in Star. Good cond. Price \$50.

No. 40.—52-in. English Excelsior. Price \$45.

No. 41.—Rudge Rotary Tandem. Balls to wheels. A bargain at \$85.

No. 44.—46-in. Am. Safety. Hardly ridden. Good as new. Price \$56.

No. 47.—54-in. Club Racer. Prime cond. Price \$40.

No. 49.—52-in. Specially built Rudge L. R. Perfect cond. Price \$110.

No. 50.—52 in. Col. Expert. Enam. Balls all over. Good cond. Big bargain at \$83.

No. 53.—54-in. Imp Challenge. Full nickel. Balls to wheels. Price \$75.

No. 55.—54-in. Rudge L. R. '86. Enamel with nickel trimmings. Balls all over. K. of R. Lamp. Bell. Ridden but 100 miles. Good as new. Price \$115.

No. 56.—54-in. Rudge. Nickel with enam. wheels. Balls all over. A bargain at \$67.

No. 57.—50-in. Rudge. Nickel with enam. wheels. Balls to wheels. Price \$55.

No. 58.—36-in. Kangaroo. Balls all over. Price \$56.

No. 60.—52-in. Stand. Col. Enam., balls to front wheel. Good cond. Price \$55.

No. 63.—54-in Exp. Col. Enam. with nickel wheels. Good cond. Big bargain at \$60.

No. 62.—Victor 3-track Tricycle. Bell and lamp. Good as new. Price \$95.

No. 63.—54-in Exp. Col. Enam. balls all over. Cowhorn bars. Price \$56.

No. 64.—52-in. Rudge L. R. Enam., balls all over. Cowhorn bars. Price \$56.

No. 66.—42-in. Ideal. Prime cond. Price \$30.

No. 67.—54-in. Exp. Col. Enam. Fine cond. Price \$70.

No. 68.—3-track Sparkbrook tricycle. Double gear. Two lamps and bell. Price \$100.

Price \$70.

No. 68.—3-track Sparkbrook tricycle. Double gear. Two lamps and bell. Price \$100.

No. 69.—53-in. Special Harv. Enam. Dropped bars. Price \$65.

No. 70.—56-in. Royal Mail. Balls all over. Enamel. Cowhorn bars. Price \$80.

No. 71.—52-in. Am. Safety. Price \$56.

No. 72.—50-in. Stand. Col. Enam. Price \$40.

No. 73.—54-in. Special Col. Enam. Price \$40.

No. 74.—48-in. Special Otto. Fine cond. Bargain at \$40. gain at \$40.

#### This Week's Bargains.

This Week's Bargains.

No 75.—52-in. New Mail. Cannot be told from new. Hardly ridden. Price \$110.

No. 76.—46-in. Stand. Col. Price \$30.

No. 77.—55-in. Coventry L. R. Ball bearings. Cowhorn and straight bars. Price \$78.

No, 78.—Imp. Club Tricycle. Enamel and balls all over. Must be sold immediately. Price \$80. Reasonable offer accepted.

No. 79.—48-in. Stand. Col. Nickel except wheels. Balls to front wheel. Price \$30.

No. 80.—55-in. Columbia L. R. Good cond. Price \$95.

\$95. No. 81.—Rudge Bicyclette. Geared to 56-in. Fits any rider. Lamp. Perfect cond. Price \$120. Our charge is ten per cent, commission, which is not to exceed \$10 nor be less than \$5.

WETMORE & CHESTER, 49 Cortlandt Street, New York,

# CONSIDER

POINTS BEFORE BUYING A

# CYCLE

DITIONIO

THE NEW RAPID was the first Bicycle made with a "true tangent wheel." This wheel has been proven incomparably stronger than any other, and though formerly pooh-poohed by the trade its success has led it to THE QUADRANT led the way with the large steering wheel and its success compelled others to follow.

be copied by numerous manufacturers in England and on this side by the Pope M'fg Co., the Overman Wheel Co. and others. "Imitation is the sincerest form of flattery."

THE NEW RAPID

seam.

THE NEW RAPID was the first Bicycle to use a continuous tubular steel detachable handle-bar, which, though readily detachable, cannot possibly work loose. This is

was the first Bicycle to use a thickened bottomed hollow felloe, brazed on the inside, showing no

THE NEW RAPID was the first Bicycle to use pure black rubber tires—so pure that they would float in water. has balls all over (including a ball head) made with such accuracy that rear wheels have been known to spin over 15 minutes.

THE NEW RAPID weighs—50-in. Roadster, 40 pounds; 50-in. Light Roadster, 36 pounds—yet, owing to their peculiar construction, are guaranteed the stiffest and strongest wheels on this market.

THE NEW RAPID has hundreds of testimonials, ALL proclaiming it to be the best hill climber and the easiest runner. although on the American market for two years, has never known a broken backbone, spoke, handle-bar, back or front fork, or buckled wheel.

THE NEW RAPID is fitted with Pear, T or spade handles; Lilli-

THE NEW RAPID is fitted with Pear, T or spade handles; Lillibridge, Cobblestone or Kirkpatrick Saddle.

THE NEW RAPID is the highest grade Bicycle ever offered to the American public—is all steel and positively interchangeable—duplicate parts being kept in stock.

THE QUADRANT led the way with a RIGID steering wheel-a sine

THE QUADRANT led the way in the proper distribution of the rider's weight.

THE QUADRANT led the way with a central geared axle and with a long bridge over the axle.

THE QUADRANT never knew a Stanley head or a steering fork, a bell balance gear or a tip rod, an automatic gear or a stuffing box, a jointed neck or an antivibration spring; nor any such past or passing con-

trivances.

THE QUADRANT led the way—was original—has served as a model for imitation and continues still the only true

for imitation and continues still the only true principle for a velocipede of three wheels.

THE QUADRANT has done a mile on the road in 2 min. 38 sec.—
never yet approached. Has won every hillclimbing contest it ever entered—notably the great Weatheroak contest, in which it finished 1st, 2nd and 3rd with Bicycles, Tricycles and Safeties against it.—It holds the United States road record 50 to 100 miles, done on a roadster—
the 5 miles 1887 championship of England, and has won innumerable contests at home and abroad.

THE QUADRANT is made by a firm who manufacture no other machines but Tricycles—who pay their men by the week (no piece work)—who take pride in the history and traditions of their machines—hence their pre-eminent superiority.

their pre-eminent superiority,

THE QUADRANT is guaranted, and the machines we import are specially built for American roads—possessing elements of strength to be found in no other machines.

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New York.

#### THE CLEVELAND TOURNAMENT.

The Cleveland Bicycle Club started the Fall racing season with a three days' tournament, commencing on Thursday last and finishing up on Saturday. The fact that Springfield and Hartford are out of it this year, and that the Cleveland affair afforded the newcomers and the old 'uns a chance of coming together made the occasion an important one. The result of the meet proved that the vets were riding as fast as ever and a number of new men were developed.

THURSDAY AUGUST 11.—ROWE RIDES IN 2:301/4.

After a few days preliminary training on the track, during which Rowe paced a mile in 2:32, the visiting cracks were primed for the contest. The valunder the wear patents and the state of the contest. The valuable prizes had attracted "talent" of a high order, including such men as Rowe, Neilson, Crocker, Rich, Crist, Foster, Wilhelm, and Stenken, besides a host of minor lights.

a nost of minor rights.

In the early morning, a light shower fell just long enough to put the finishing touches to an almost perfect track; the four lap path at Athletic Park. After the rain, a strong breeze materialized, but towards four o'clock, it died away, leaving fair climatic conditions for fast time, warmth

and calm.

When the bell rang out the first race at four o'clock, some twelve hundred people were seated on the grand stands, and scores of vehicles lined the rail. Among the spectators was an unusually large proportion of ladies, who lent animation and enthusiasm to the scene. There was music also,

enthusiasm to the scene. There was music also, delightfully filling up the between times.

There were thirteen events, and all "panned out" well. Rowe's flight against the scythebearer was, of course, the monumental effort of the day, and, considering the size of the track—and no matter how well built a path may be, its size is always a factor in determining values—this 2:30¼ is about quite as good as anything "Our Billy" has ever accomplished. A remarkable feature was the fast times recorded in the slow-class and novice races. The unfortunate incident of the day was the collision between Banker and Fitch, in the was the collision between Banker and Fitch, in the

was the collision between Banker and Fitch, in the two-mile bicycle race. Banker was not much hurt, but Fitch got a badly bruised shoulder, the pain of which kept him unconscious for an hour. He was about again in the evening, however, and the Doctor declares him not seriously injured.

The officers were:— Referee, F. T. Scholes, Cleveland; Judges, F. P. Root and C. H. Potter, Cleveland, and A. F. Garford of Elyria, Ohio; Timers, A. Kennedy Childe and C. H. Overman, of Boston, and F. H. Brunell and Webb C. Ball, of Cleveland; Clerk of Course, George Collister, Cleveland; Starter, J. C. Wilmot, Jr.; Scorers, C. A. Paine, W. A. Davis, P. S. Kinie and T. S. Beckwith, Cleveland, O.

ONE-MILE NOVICES BICYCLE.

 A. M. Cushing, Cleveland.
 1

 C. E. Vaupel, Cleveland.
 2

 Russell Fitch, Brantford, Canada.
 3

 A. R. Scott, Cleveland.
 4

 F. C. Lowey, Washington.
 5

Time, 2:513/4.

Lowey led till the end of the quarter and then fell back, letting Scott into the lead. Scott rustled around for two laps, hotly pursued by Cushing, who captured the captaincy on the last lap, and piloted the field over the tape.

ONE-MILE PROFESSIONAL BICYCLE RECORD ATTEMPT.

ONE-MILE PROFESSIONAL BICYCLE RECORD ATTEMPT.

W. A. Rowe, 2:30¼. This was a case of Record first, Rowe second, by a "little bit." The champion was greeted with a round of applause when he made his appearance for his bout with "time." Crocker paced with Rowe for two laps—half-mile—the latter clinging to his little wheel. At the half, Neilson took him up, held him a lap, and fell behind in the last lap, leaving Rowe to finish alone. He reached the quarter in 37¾ seconds, flashed past the half in 1:14, the three quarters in 1:50½, and finished the mile in 2:30¼. The quarters were: 37¾, 36¼, 36¼, and 40. The middle half was ridden in 1:12½. Better pacing on the last quarter might have altered 40. The middle half was ridden in 1:12½. Better pacing on the last quarter might have altered the figures. Rowe's records are: One-quarter, 35 1-5s.; one-half, 1:12 4-5; three-quarters, 1:50 1-5; one mile, 2:29 4-5. At the three-quarters, Rowe was but 1:20 of a second behind record. This is the fastest "public trial" ever made.

ONE-MILE TRICYCLE, STATE CHAMPIONSHIP. Time, 3:09 4.

Huntington outclassed Douhet, simply clinging to the latter's rear wheel for two laps, and then sliding out after a state record, which he gained.

#### HALF-MILE BICYCLE, SCRATCH.

W. E. Crist, Washington	1
A. B. Rich, New York	2
C. A. Stenken, Jersey City	
W. I. Wilhelm, Reading, Pa	
Times—One-quarter 42s : one-half 1:103/	

Crist jumped off with the lead, closely followed by Rich and Stenken. The first two raced all the way, but notwithstanding Rich's remarkable spurt on the home-stretch, the Washington boy beat him a half wheel.

#### TWO-MILE BICYCLE, 6:30 CLASS.

Α.	M. Cushing, Cleveland	I
G.	B. Childs, Cleveland	2
M.	F. Johnson, Toronto	3
	Fitch, Brantford, Ont	
Α.	C. Banker, Pittsburg	0
	Times: 2:08 6:021/	

Banker jumped off at the pistol shot, and led at the mile. On the last furlong, Cushing, who has a fine spurt, blazed away every yard to the finish, and won as he liked. Banker and Fitch collided in the brush for home, both falling.

#### ONE-MILE TANDEM TRICYCLE, HANDICAP.

F. W. Palmer, E. J. Doubet,	Cleveland, scratch	1
E. E. Stoddard, J. Sherwin.	Cleveland, 100 yards	2
W. E. Pence,	Cleveland, 60 yards	o
J. T. Huntington	Cleveland, scratch	0
с. срын,	Time, 3:171/2.	

Huntington lost a shoe in the first lap, disabling the Huntington-Upson crew, and the Pence-Mar-tin duo ran into an inoffensive fence. The fence held its own, but the tandemonists dismounted quickly. Palmer-Doubet won easily by a long

#### QUARTER-MILE BICYCLE, HANDICAP.

	F. C. Lowey, Washington, 40 yards	1
k	W. S. Upson, Cleveland, 15 yards	2
	C. C. Peabody, Omaha, 35 yards	3
	B. Burroughs, Cincinnati, 20 yards	4
	W. S. Campbell, Niagara Falls, 10 yards	0
	M. F. Johnson, Toronto, 30 yards	0
	John Sherwin, Cleveland, 25 yards	0
	A. R. Scott, Cleveland, 25 yards	0
	G. B. Child, Cleveland, 25 yards	0
	W F Crist Washington to yards	0

#### Time, 381/4s.

This was a rattling rush from tape, to tape. Lowey kept pretty well clear of the crowd all the way, winning by five yards; the rest bunched.

ONE-HALF MILE BICYCLE, 1:30 CLASS.

ONE-MILE PROFESSION HANDICAP.

QUARTER-MILE BICYCLE, SCRATCH.

not get up.

HALF-MILE BICYCLE HANDICAP. 

The other starters were: G. H. Buttles, 60 yards; F. C. Lowey, 75 yards; M. F. Johnson, 50 yards; A. B. Scott, 40 yards; G. B. Childs, 40 yards, and P. S. Brown, 15 yards. Peabody led all the way and won by a short yard.

#### ONE-MILE BICYCLE HANDICAP.

	Fred Foster, Toronto, scratch	
	W. J. Wilhelm, Reading, 20 yards	
ı	B. Burroughs, Cincinnati, 50 yards	3
ı	Time, 2:40.	

The other starters were: F. W. Palmer, Cleveland, 150 yards; C. A. Stenken, Jersey City, 20 yards; F. X. Spranger, Detroit, 40 yards; M. F. Johnson, Toronto, 80 yards; C. G. Peabody, Omaha, 100 yards; J. T. Huntington, Cleveland, 40 yards. Foster forged ahead from start to finish, rushed through his field like a blooded steed among cart-horses, and won by several lengths. lengths.

FRIDAY, AUGUST 12.
ROWE CAPTURES THE MILE IN 2:36.—SOME GOOD RACING.

The second day saw a larger attendance than The second day saw a larger attendance than the first—estimated 1,600—more enthusiasm, and much good racing. Rowe snapped up the professional mile in brilliant fashion—2:36—and Crist credited himself with a fast half—1:17 2-5. The result of the race is given below:

#### ONE-MILE BICYCLE-3:20 CLASS.

A. B. Childs, Cleveland
M. F. Johnson, Toronto 2
A. R. Scott, Cleveland 3
Frank C. Lowey, Washington 4
A. M. Cushing, Cleveland
m:

#### Times, 1:27 4-5, 2:53 1-4.

A fairly fast race, all the men except Lowey keeping together till a furlong from home, when Cushing made a break, with the field scuttling after him. He had the race well in hand, but lost a pedal and croppered, letting in Childs. Cushing was not seriously hurt.

ONE-MILE TRICYCLE, L. A. W. CHAMPIONSHIP.

Time, 3:27.

The first half-mile was carefully and slowly ridden -1:55-as if the men were not quite sure of their machines. When the bell rang—last quarter—Washington got off with New York after him. Down the back stretch plunged the Capital City, until it looked like New York being left, but the Metropolis hustled around the turn, swooped up the homestretch, and won a desperate race by

### TWO-MILE STATE CHAMPIONSHIP.

#### Time, 6:10.

This was a race between Cincinnati and Cleve land, and awoke anticipative enthusiasm, which proved to be short lived. Both men slept on the first mile, and for that matter on the second, till the bell-clang aroused them. Then the representative of Porkopolis stole a march on Cleveland, got several lengths advantage, held it all round the track and over the tape, and Cleveland wept over the defeat of its champion.

#### HALF-MILE RICYCLE HANDICAP.

W. F. Crist, Washington, scratch	I
M. F. Johnson, Toronto, 60 yards	2
Frank C. Lowey, Washington, 75 yards	3
R. H. Ehlert, Chicago, 10 yards	4
C C. Peabody, Omaha, 40 yards	
Times, 40¼, 1:17 2-5.	

This was a perfect model of a handicap so far as the matter of riding. The men rode "full kilt" the matter of riding. The men rode "full kilt" all the way, the back-markers gradually closing up on the leaders, the scratch man ridin all out and flashing into the lead twenty yards from home. The time was first class for a handicap.

#### TWO-MILE TANDEM TRICYCLE.

F. W. Palmer, Cleveland, 50 yards		I
J. f. Huntington	n, Cleveland, scratch	2
,	Time, 6:47.	

This was a virtual walkover for the winners, the scratch men being put out of it by Cushing having slipped his pedal, causing a loss of half a lap.

#### ONE MILE TEAM RACE.

	Hudson Co. Wheelmen	
W. E. Crist, C. Phil Brown, S. Times.	apital Club	2

This was a race between Stars and Cranks, and was decided on the lap principle, the men being awarded points at each quarter according to posi-tion. Brown made a brave bid for the first quarter, but the Star men caught him and from thence to the finish were never headed. The points were divided as follows: Wilhelm, 14: Stenken, 9; Crist 2; Brown, 2. Crist did not try when he saw club mate could not cope with the Star men. Wilhelm finished first by a foot; Stenken, second.

#### QUARTER-MILE BICYCLE, 45 SECOND CLASS,

C. E. V	Jaupel, Cleveland	,		І
B. Borre	oughs, Cincinnati			2
	nilds, Cleveland			
M. F. Jo	hnson, Toronto		• • • • •	4
	Time			

Johnson quit on the first turn. Like all spurt races, each man tried his level best from the start to win, and the owner of the longest spurt won.

#### ONE-MILE PROFESSIONAL HANDICAP.

W. A. Rowe, scratch
H. G. Crocker, 45 yards
Percy Stone, 90 yards
C. W. Ashinger, 100 yards
R. A. Neilson, scratch
Times: 27 T:15 1551/ 2:36

On the first lap Stone went up to Ashinger, and Rowe went by Neilson. On the second lap Rowe went past Crocker, and Stone passed Ashinger and led. On the back-stretch of the third lap, Rowe moved up to Stone's rear wheel, and Neilson retired. On the whirl up the home-stretch Rowe got over the tape, beating Crocker by two feet.

#### TWO-MILE BICYCLE LAP RACE.

A. B. Rich, 19 points	
B. H. Ehlert, 17 points 2	
Fred Foster, 9 points 3	
W. S. Campbell, 4 points 4	
Times: 2:53½, 5:59½.	

Campbell and Foster started in brilliantly, but retired early in the race. The real contest was all in the last two hundred yards of each lap, and Rich's spurting abilities stood him in good stead.

	ONE HAL	Æ	λ1 J	L	E	BI	C	Y	C	L	Ē	5	sС	R	Ā	T	CI	ı.					ı
Fred	Foster									,			٠.									I	ı
W. I.	Wilhelm.																			. ,		2	ı
W. E.	Crist																					3	ı
		T	:						ı	٠.												_	а

The first quarter was slow, the men waiting on each other, but the last quarter—thirty-six sec-onds—amply made up for the slow start. Foster won by two feet, after a savage effort on Wil-helm's part to get up. Crist tried but mildly, as if tired.

#### ONE-MILE BICYCLE HANDICAP.

B. Burroughs, 50 yards 1	
W. S. Upson, 40 yards 2	
P. C. Brown, 35 yards 3	
W. I. Wilhelm, 20 yards 4	
F. C. Lowey, 125 yards o	
M. F. Johnson, 100 yards o	
C. J. Peabody, 100 yards o	
C. E. Vaupel, 100 yards o	
Another good handless Turning into the	

homestretch Upson had a lead of ten yards, and looked very like a winner, but Burroughs was not done with, and caught "Uppy" near the tape, winning by two lengths, Brown by a length.

#### SATURDAY, AUGUST 13.

The first two days of a three days' tournament generally develop the surprising elements so that little of "the remarkable" can be recorded of the last day. The crowd was as large as on the first day, and, apparently, enjoyed the races with the same relish. The racing was uniformly interesting, but no hair-stiffening times were recorded. Summary of the events:

#### ONE-MILE, 3:10 CLASS.

A. M. Cushing		 	 I
M. F. Johnson		 	 2
G. B. Childs		 	 3
A C. Banker			
	Time, 2:		 i

The four kept things moving till the last fur-long, when Cushing went off on an exploring expedition and discovered the tape, fifteen yards in advance of the rest.

### ONE-MILE BICYCLE, STATE CHAMPIONSHIP, B. Burroughs...,. I

#### TWO-MILE BICYCLE HANDICAP.

C. E. V	upel,200 yards	I
R. Fitch	225 yards	2
	anger, 90 yards	
P. S. Bi	wn, 75 yards	4
	0	

Times, 2:48 4-5, 5:45½.

Fitch, who was accompanied by a broken collar bone, the result of Thursday's fall, led for a mile, with Vaupel closely behind him, the others gaining. Vaupel took the lead on the fifth lap and won by twelve lengths; Spranger third by a length.

## HALF-MILE BICYCLE RACE, SCRATCH.

very fast.

## ONE-MILE BICYCLE, 3:00 CLASS.

Cushing, not liking to be alone, pedaled after them, and caught them near the tape, winning by three lengths; Peabody third by twelve lengths.

#### ONE-MILE BICYCLE, L. A. W. CHAMPIONSHIPS.

A. B. Rich, New York	Ĭ
W. E. Crist, Washington	2
W. S. Campbell, Niagara Falls	3
C. A. Stenken, Jersey City	1
W. l. Wilhelm, Reading	j
R. H. Ehlert, Chicago	c
Times, 42 1-5, 1:213/, 2:08 2-5, 2:17 1-5,	

Times, 42 4-5, 1:2434, 2:08 2-5, 2:47 1-5. This was the race of the day. The Star men, Wilhelm and Stenken, made pace for the quarter, Crist and Rich hanging on. At the quarter Crist moved forward into the lead with Wilhelm and Rich after him. At the three-quarters Crist, Wilhelm and Rich flashed past in the order named,

with Ehlert and Campbell well up. Down the back stretch of the last lap Crist quickened, with Rich after him, Ehlert also tried to follow, but in doing so collided with Wilhelm, both croppering. Turning into the homestretch, it looked dollars to dimes that Rich would not get up, but by a series of jumpy spasmodic efforts he got level with the Washington crack, and then by a final dab, caught the Judge's eyes by a foot; Campbell three lengths to the bad.

#### ONE-MILE PROFESSIONAL, HANDICAP.

H. G. Crocker, 45 yards.	I
W. A. Rowe, scratch	
Percy Stone, 90 yards	3
R. A. Neilson, 35 yards	
C. W. Ashinger, 100 yards	5
Time 0.40	

All the handicaps were sponged off at the three-quarters, and the last furlong spurt resulted in a dead heat between Rowe and Crocker, the rest placed as above. Times, 39, 1:17 I-2, 1:55 I-2, 2:42. The men were ordered to run off the dead heat, and they appeared in their street clothes. Crocker won in 2:57; Rowe evidently not trying to get up.

#### QUARTER-MILE BICYCLE HANDICAP.

M. F. Johnson, 30 yards	 			I
A. M. Cushing, 20 yards	 		 	2
A. C. Banker, 25 yards	 		٠.	3

Time, 40 seconds.

The other starters were: F. C. Lowey, 30 yards; A. R. Scott, 25 yards; G. B. Childs, 25 yards. Banker and Johnson got away first, with Cushing after them. At a furlong from home, Cushing began his usual spurt, but he slipped the pedal, and though he started in again, he was beaten a length; Banker, two lengths off.

#### HALF MILE TANDEM RACE.

J. T. Huntingt W. S. Upson,	on, }	I
F. W. Palmer, E. J. Donbet.	}	2
W. E. Pence. ) H. Martin,	· · · · · · · · · · · · · · · · · · ·	3
	Time, 1:30.	

This was a fizzle, or rather an exhibition, the winners leading from start to finish, beating the second team fully fifty yards; third team stopped at the quarter.

#### TWO-MILE BICYCLE, LAP.

R. Burroughs, 42 points I	
R. H. Ehlert, 42 points 2	
A. B. Rich, 33 points 3	
W. S. Campbell, 3 points 4	
Fred Foster, 3 points 5	
Times: 2:53 I-5, 5:59 I-5, 9:06 I-5, $12:11\frac{1}{2}$ ,	
01/	

Ehlert and Rich raced at each other for four miles, both being thoroughly baked at that distance, and not having enough left to cope with Burroughs, who finished first, and was awarded first prize.

#### ONE MILE BICYCLE, LAP.

ı	W. S. Campbell, 12 points	1
Į	W. I. Wilhelm, 10 points	2
į	B. Burroughs, 5 points	3
п	Time ora	

Time, 2:53.
Wilhelm led for three quarters, and then supposing he had won, fell back, leaving Campbell to

The consolation race did not fill. The presensuccessful tournament, from the racing standpoint only, for it is doubtful that the club made any money.

#### THE WORCESTER CLUB'S MEET.

The Worcester, Mass., Bicycle Club held a race meet on Saturday last, August 13, at the Fair Grounds, to which a large number of spectators were attracted. Below is a summary of the

Half-Mile Club Race.—J. F. Midgley, 1:42 4-5; G. A. Booker, 2d; C. W. Arnold, 3d. Midgley trailed behind the rest, but came away easily on the homestretch.

the homestretch.
One-Mile Special.—J. F. Midgley walked over in 3:01 2-5. This was a match race for the amateur championship of Worcester, the entries being Midgley and D. W. Rolstone. Rolstone claimed that Midgley was a promateur, but this being disproved, he then claimed that the track was in unsatisfactory condition. Rolstone is undoubtedly a "duffer" of the first water. Midgley still offers to race Rolstone on any track he may name.

Two Mile Team Race in Heats.—First heat: C. H. Morse and G. A. Booker, Worcester Club Incorporated, obtained nine points; B. W. Phelps

and F. G. Gunderman, Clinton Club, 6, and M. Santon and L. A. Isham, of the "other" Worcester Club, 6. Morse won the heat in 3:14¾.

Second Heat—J. F. Midgley and C. C. Hoyle, Worcester Club Incorporated, 8; H. P. Amsden and C. F. Martin, Clinton Club, 7; L. F. Lamson and C. Jenson, "other" Worcester Club, 6. Midgley won the heat in 3:03 3-5. The result was: Worcester Club Incorporated, 17 points; Clinton Club, 13 points; Worcester Club, 12 points.

W. F. Allen, of Lynn, is making arrangements for a two-days' tournament, to be held August 25 and 26, at Agricultural Park.

#### THE ROSEVILLE MEET.

The race meet of the New Jersey Cycling and Athletic Association will be held to-morrow (Saturday) afternoon, at 3:30 P. M. Trains leave foot of Barclay street at 1:30, 2:10, 2:30, and 3:10 P. M.; from Christopher street five minutes later. As we stated last week, we think the meet should receive the hearty support of all wheelmen in this vicinity. The Roseville track is the finest and fastest in this section of the country, and it must not be allowed to become a white elephant on the hands of those who has the courage and enthusiasm to build it. It is pleasantly situated, quite accessible, and the races are sure to be good

ble, and the races are sure to be good.

The officers of the day are: Starter, Eliot Mason; Scorers, W. S. Higgins, S. H. Sargeant, A. E. Cowdrey; Clerk of Course, A. G. Winter; Assistants; F. S. Miller, W. S. Righter, and W. L. Fish; Umpires, Joseph M. McFadden, T. D. Palmer, and W. L. Booth; Referee, Dr. F. A. Kinch; Judges, D. E. Drake, Dr. R. M. Sanger, and Dr. G. C. Brown; Timers, L. H. Johnson, Jens F. Pedersen, and J. W. Smith.

#### THE ENTRIES.

Club events-One Mile Bloomfield Cyclers Club

Club events—One Mile Bloomheld Cyclers Club championship and two miles handicap, Passaic County Wheelmen; races not yet filled.
One Mile Handicap.—Thomas H. White, E. R. Collins, B. A. Quin, J. W. Whitson, William Lamb, H. B. Schwartz, C. A. Stenken, A. W. Snow, A. M. Drought, J. F. Midgley, and William Van Wagoner. Stenken will probably be at scratch, with Lamb and Midgley on short marks. White with Lamb and Midgley on short marks. White is entirely unknown to the handicapper, having lately come over from England, but he is a fast rider, not many yards behind Stenken and Lamb, Midgley has ridden in 3:01 2-5 on a poor track, and is much better than three minutes over the

Roseville path.
One Mile Lap Race.—White, Collins, Lamb, Schwartz, Stenken, Midgley and Van Wagoner.
Two Miles Handicap.—White, Whitson, Lamb, Schwartz, Stenken, Midgley and Van Wagoner.
One Mile Professional.—Rhodes, Neilson, Cornish, Eck, Knapp and Whittaker. The same men are entered in the two miles professional.
One Mile Novices—A. W. Snow, Atlanta Wheelmen; Thomas J. Hall, Orange Wanderers; E. R. Collins, Union County Wheelmen; B. A. Quin, Harlem Wheelmen; R. E. Moss, Bloomfield Cyclers; A. M. Drought, Baltimore, Md. One-half mile Dash.—Wm. Lamb, H. B. Schwartz, C. A. Stenken, A. M. Drought and J. F. Midgley. The above is only a partial list of the entries, as they had not all been received when above list was received.

was received.

#### FIXTURES.

August 13.-Race Meet, Worcester, Mass. August 18.-Race Meet at Lockport, N. Y. August 20.-Race Meet, Roseville, N. J. August 25, 26.—Race Meet Worcester, Mass. August 30.-Melville, N. J Race Meet. September 5.-Lynn Cycle Track Race Meet.

September 7.—Hartford Wheel Club's Tournament, Charter Oak Park.

September 10.—Philadelphia Road-race for Tryon Cup.

Sept. 10.—Central Wheelmen's Celebration and Race Meet, Cincinnati, Ohio.

September 15 .- Louisiana Division Race Meet at New Orleans.

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

September 23, 24.—New York State Meet, at Cooperstown, N. Y.

#### RACING AT RICHFIELD SPRINGS.

The Fort Schuyler Wheelmen, of Utica, N. had an excursion to Richfield Springs on Wednesday, August 11, at which place their annual race meet was held. The race track is a half-mile race meet was held. The race track is a half-mile driving course; attendance good; music enjoyable. Summary of the races:
One-mile Novices.—F. P. Hammes, 3:26 1-4;
H. N. Beckwith, 3:46 1-2; J. P. Becker, Syracuse, took header at half-mile post.
One-half-mile Open.—C. H. Metz, Utica, 1:31;
Wm. Lamb, Southville, by a few lengths. Metz outspurted Lamb on the home stretch.
One-mile, Richfield Springs Wheelmen.—W. D. Shoemaker, 3:36 1-2; W. A. Barker, 2d. Woneasily

easily.

Three-mile, Ten-Minute Class.—C. H. Metz, Utica, 10:55 1-2; Wm. Lamb, Southville, 2d.; W. D. Shoemaker, Richfield Springs, a poor third; W. D. Shoemaker, Richfield Springs, stopped at half-mile. Metz and Lamb quickly left field, and on the last lap, Metz lost Lamb in a prolonged spurt. One-mile Club Championship.—T. E. Manahan, 3:22; J. C. Uhlein, a close second; P. C. Hammes, 0; F. P. Hammes, o.

Five-mile Lap Race.—Wm. Lamb, 1st; winning all but the first lap; time, 19:11 1-2; C. H. Metz, 2d; C. Hicks, Deerfield, distanced. Half-mile Hands Off.—P. C. Hammes, 1:48 1-4; F. C. Manahan, 2d, by a few lengths; F. P. Hammes, o.

mes, o.

One-mile Open.—Wm. Lamb, 3:26 1-2; F. P.

Hammes, 2d; P. C. Hammes, 3d. Won easily.

One-mile Tug of War.—Fort Schuyler Wheelmen, Messrs. Metz, Manahan and Uhlein, first;

Richfield Club, 2d; Messrs. Lamb, Shoemaker and Barber; Lamb finished first, 3:30 1-2; Metz,

One-mile Consolation.—Uhlein, 3:46 1-4; J. P.

Becker, 2d.

The Judges were: Col. Lawrence Kip, Joseph Agostini and Clinton Dewitt. Timers, Henry Greenman and Col. J. H. Gray. Starter, C. H. Wolf. Clerk of Course, A. B. Gardner.

#### JONAH'S JERSEY JOTTINGS.

Every one is looking forward to a big time at Roseville on Saturday. All the events are filling well and large fields of starters are assured. All the local flyers of high degree will compete in the the local flyers of high degree will compete in the scratch events, and not a few from distant points will be on hand to dispute the supremacy with them. In the handicap and novice races, a flock of "good 'uns" and dark horses will make things lively, as they always do in such contests. To me these are always the most interesting struggles, as it is race from the word "go," and runs against loafing are as useless as an empty oil can. The management has been very lucky in securing a strong array of professional talent, well able to show the possibility of things. With fair weather, the big attractions at small figures should draw a large crowd that should well pay the managers for large crowd that should well pay the managers for their enterprise. Wheelmen owe it to the sport and to those who have risked so much money and expended so much time to furnish a track that has no superior in the world, and to provide high-class racing, to attend themselves, take their friends with them, not forgetting the best girls, whose presence always adds so much to the intensity of the contests; for weak men ever will "show off" before the fair sex. May it ever be thus.

At their regular monthly meeting last Wednesday the Elizabeth wheelmen were much disappointed to receive the resignation of G. J. Martin as Captain. He is a very conscientious man, and in his letter stated that his business engagements did not permit him to devote as much time to the wheeling interests of the club, as its standing and importance demanded. Mr. Martin has been Captain since the birth of the club, is a sturdy road rider, and an officer of unmarred popularity. A committee was appointed to wait on him and endeavor to induce him to change his decision. It is to be sincerely hoped that their efforts will prove successful.

The E. W. has also met with a loss in the resignation of Dr. and Mrs. A. H. Oliver and P. A. Oliver, most active, generous, and enthusiastic members. Their resignation was necessitated by a change of residence to Fanwood. The club has oopertown, N. Y.

September 23, 24.—New York State Meet, at ooperstown, N. Y.

September 30, October 1.—Missouri Division Meet at a change of residence to Fanwood. The club has always pointed with pride to Mrs. Oliver's merits as a rider. Three years ago she was in delicate health and her husband resolved to try with her the benefits of tricycle exercise. It is the old story. She became stronger rapidly-until to-day

she can cover seventy-five miles of road in a day with comparative ease, and would no doubt have accomplished the "century" she contemplated. The trio will be much missed at the club runs, of which they were most faithful and welcome attendants. Dr. Miller was elected club surgeon to fill the vacancy thus caused.

It has became the affected fashion, I know, to give vent to chestnut sarcasm at the expense of my friend Karl Kron's "X. M," book on the ground of its antiquity. All I have to say is let those read, who laugh. I picked up the book on my return home the other evening and began glancing over its encyclopædiac contents. I found them anything but dry reading and soon became deeply absorbed as I went along skipping from page to page, in every one of which I found something that caught my eye and well repaid me for my trouble in reading. As an evidence of my sincerity let me say that I found so much to engage my attention that it was long after midnight before I thought of the lateness of the hour and laid it down. Now for the past three years I guess I have kept myself as far "up" in cycling literature as the next fellow, yet I must own that at no time was the realization forced on me that I was wandering in a chestnut orchard. I found plenty of Karl Kron, to be sure, and why not? Does he pretend to create a work with any other foundation than his own experiences? And then again I must own that I have never found anything about Karl Kron personally or in his writings that was disagreeable or a bore. I anticipate passing many pleasant half hours in the perusal of "X. M.," and the valuable statistics that it contains will make it a volume of frequent reference by me. I shall be most happy to enroll my-self as a subscriber to "X. M., No. 2," and consider myself running in rare luck to be able to get so much value for my money.

Who will say that the confidence of man in man is dead when I tell you that a second-hand dealer the other day received a letter ordering him to select and forward a wheel, C. O. D., the size and price only being named, and enclosing a check in part payment?

I heard through a club mate to-day that "The Whale," who is rusticating on the Jersey coast, is shortly to favor THE WHEEL with another letter out of a desire to show his appreciation of the editorial compliment paid him.

Owing to several generous donations of "bonds," the building debt of the E. W. is already beginning to be appreciatively reduced.

Dropped in to see Saich at Newark the other evening. He is hard at work turning out the new King wheels and says the orders are coming in faster than he can fill them.

The Passaic County Wheelmen continue to pile up big scores in the race for the medal, to the first one completing 3,000 miles this season. In the first ten days of this month Banker had covered 180 miles and Romaine and Shuit about 120 each.

Max Tyron, survivor of the Greely expedition, has been an enthusiastic rider of the Star since his return from Arctic regions—an excellent method of warming up after being chilled through so

The pernicious practice of allowing a place to contain two streets of the same name, caused the inconvenience of considerable perspiration, and the sin of no little profanity yesterday, as I wandered through Orange trying to find out which was the Maple avenue I was looking for.

Yesterday I crossed the Valley street side path from the Milburn pike to South Orange. It is one of the prettiest short stretches about Orange, and I never tire of singing its praise. I saw by the tracks in the cinders that quite a number of wheelmen had evidently passed over it that day. By the way, they have been repairing the Milburn pike recently, and the surface is much littered with

Two Passaic County wheelmen propose a turn to Washington via Philadelphia and Baltimore, the latter part of September, and are endeavoring to muster some more recruits among their club

The Elizabeth end of the Elizabeth Newark boulevard macadam is in a disgraceful condition,

the heavy traffic having worn deep ruts. Notwith-standing the emphatic notice the local press has taken of it, the authorities have done nothing toward its repair, under the seeming theory, that a road once well laid will take care of itself. Let the wheelmen take the matter in hand. A little concerted action about election time might have a stimulating effect.

I used to hear from the Atalanta Wheelmen, of Newark, once in a while, and was glad to record the doings and growth of so lively a club, but no one has been good enough to send me a line from there for over two months. I see by an exchange that the club house scheme has been abandoned for the present, and that instead commodious quarters have been secured in the North Ward Bank building on Broad street, which will be occupied this week.

I am forced to the conclusion, that the number of those who trusted D. Rogers & Co., "not wisely, but too well," is not so large after all; if I can judge from the number of those that claim that "we were fortunate enough to secure our-selves." Why will false pride keep a man from howling when he is bitten?

JONAH.

#### ATHENIAN WHISPERINGS.

A scribe should never anticipate. On the best of authority last week I was informed that certain members of the Capital Club of Washington City would spend August 9 and 10 in the charming would spend August 9 and 10 in the charming Essex riding district; as the dates would have been passed by press day,—and knowing the "Caps" to be famous road riders—I allowed my pen to say in last week's issue that the tour had pen to say in last week's issue that the tour had taken place, promising particulars later. I have since learned that the tour was given up, that the party proceeded by wheel and train to Cottage City direct; and I now beg pardon for making so unreliable a statement.

And this suggests a query. Is not talk among wheelmen cheaper than performance? I make the query calling to mind the fact that in a majority of tours or even single day runs, that I have had the pleasure of joining, the number of actual riders who carried out the programme has usually dropped down to half or less of those who were "expecting to go," or would "go sure," at the outset. Even hotel proprietors have noticed it, and I was told by one, at whose house I was stopping several weeks ago, that when accommodations for twenty were written for, he considered himself lucky if he had a dozen to entertain upon arrival. And I know of another hotel proprietor who once actually made arrangements for twenty two wheelmen guests, and six spent the night with him. It is hinted that a dinner was provided for the Capital boys, that they did not eat; that a delega-tion of New England wheelmen, with full luggage carriers, were disappointed in not being able to carry out a very pretty programme; and that half a score of presentation copies of John S. Weber's valuable "In and Around Cape Ann" were not taken out of the original package. If this is so, I am afraid the "Caps" were the greatest loosers.

I am glad to see that the question of road improvement is given an occasional stirring. Commenting on a recent article upon this theme, "London W." says, speaking of the L. A. W., "It is true that the apathy of the League offers but little encouragement that anything will be done," etc.; and, in another paragraph, "A predone," etc.; and, in another paragraph, "A pre-liminary meeting should be called at once, at which every wheelman, every driver of horses, every livery stable keeper, and any and all persons likely to feel interested, should be invited to attend. Something would result." This is a sensible and timely suggestion, and I will make another (omitting the adjectives, if you please), that our worthy Chief Consul, Herbert W. Hayes, call an informal meeting of Massachusetts League members, at an early date, to exchange opinions on the subject to the end of starting the ball rolling. ing. If the League does not want to take the mat-ter in hand, let us have a meeting of wheelmen generally, at which the subject would be talked over informally, and perhaps the final result would be a national road improvement association, as has been suggested, which would in time accomplish something. As considerable time must be spent in talk, at the outset, while getting hold of the right end of the string, it is not too soon, now, to begin talking.

\* \*

I predict a big Fall crop of tandem tourists on

the grand roads of Eastern Massachusetts, and base my prediction on the fact that there has been far more of this sort of touring the present season than ever before. Very few of these pleasant outthan ever before. Very few of these pleasant outings are written up, or mention made of them in the cycling press, but they are occurring all the time for all that. A few days ago I met Dr. and Mrs. James Martin, of Philadelphia, who are spending a week in the neighborhood of Boston, with their Humber. On one of their rides last week, from Jamaica Plain to Concord and return, a nice little day's record of fifty miles was rolled the next day they started for Nahant and up, and the next day they started for Nahant, and have since been enjoying themselves on the North Shore. I hear of another tandem couple, hailing from Connecticut, who will spend the present week in this vicinity, and there are rumors of a number of such "teams" in September. I have had another letter from my seashore friend with the tandem, which I cannot resist giv-

ing, in part:

"You remember my speaking of Mrs.

Alas, she rides with me no more! I pushed her on a run of fifteen miles a week ago, six of it through sand, and we have both weakened. She has gone back to boating for steady recreation, and I have found a lighter girl, who is ever fearful that she is not doing her full share of work.

Pless her heart I she is one out of a dozen. \* \* \* Bless her heart! she is one out of a dozen. It is funny to note the remarks of the dear creatures after a first ride. Here are a few of them: A young widow said, 'It's more fun than base-ball.' Said a fourteen-year old, 'Oh, mama, it's better than ice cream.' One of sweet sixteen remarked with enthusiasm, 'It is the nearest to flying of anything I ever experienced.' Said another, 'Oh! but it's great fun.' An older one said pointedly, 'How much more exhibitanting than carriage riding!' Nearly every woman in the house has been on the wheel, and I assure you prejudice is at a very low ebb.

Road officers of the Cambridge Bicycle Club, recently elected, are: George A. Perkins, Captain; George A. Nash, First Lieutenant; and Charles T. Clark, Second Lieutenant. The club was well represented at Cottage City. Regarding the removal of its late Captain, Charles Smith, to New York, oddly enough, both its former Captains have taken up a residence in Gotham, there having been but two since organization.

Has anybody ever thought of a canopy for the tricycle? I was talking a few days ago with a lady past middle life—and a non-cycler—and the conversation turning to the tri-wheeler, she suggested such a contrivance as a necessity to comfort for Summer riding, and proposed the mode of attachment. She would have it like an umbrella, but square; the support placed at the side, after the manner of baby-carriage canopies, and not in the centre, like the umbrella. The rod could be secured to the machine, out of the way of the riders, the point of attachment with the canopy being either under it or above it, whichever would prove most advantageous. I have not figured the thing out quite to my satisfaction, but the suggestion has something in it, and is worthy of consideration. Of course there is the objection to windresistance, but as ladies and gentlemen ride for pleasure usually, and not to break records, with slow riding the resistance would be reduced to a minimum. The canopy should be arranged so that it could be shut up, and the rod either telescopic or folding; then it could be easily dispensed with on the road, if not wanted, and yet be at hand in case of need. I wish some one would experiment and report.

#### THE NEW YORK BICYCLE COMPANY CHANGES HANDS.

NOTICE.

I have this day sold the stock and goodwill of the business conducted at No. 38 Park Place, under the style of "New York Bicycle Company," of which I have been sole proprietor for some time past, to Messrs. Charles, Lewis M. and Charles M. past, to Messrs. Charles, Lewis M. and Charles M. Irving, who will continue the business under the same title at the same address. I still retain sole ownership of the Harlem store, at No. 172 West 124th street (near cor. Seventh Avenue), which I shall continue under the style of Harlem Bicycle Company, making a specialty of Renting and Repairing. All outstanding claims against the old concern will be paid by me on presentation of statement.

Very respectfully,

C. Herbert Diamond.

New York, August 11, 1887.

ANNOUNCEMENT.

Having purchased the business and good will of The New York Bicycle Company, No. 38 Park Place, from C. Herbert Diamond, its former proprietor, we would call attention to the fact that we shall carry on the business under the same name, but with an entire change of interest and management. We shall be pleased to have the customers of the old company continue their favors, and we hope that by close attention to their interests to merit their confidence and good will. Alex, Irving, for some time the manager in the main office of the old company, will remain with us in the same capacity. Lewis M. Irving, one of the original proprietors of the N. Y. B. Co., will enter the firm again. Charles M. Irving will have charge of our renting and repairing branch. The third our renting and repairing branch. The third member is Charles Irving a well known business man of Wall street, this city. We would refer all our customers who may desire to inquire into our standing to Messrs R. G. Dun & Co., The Bradstreet Co., or any other reliable mercantile agency. Please note that we remain at the same salesroom, No. 38 Park Place.

THE NEW YORK BICYCLE CO.

CHARLES IRVING,
LEWIS M. IRVING,
CHARLES M. IRVING.

New York, August 11, 1887.

#### THE HARROWGATE CAMP.

Englishmen are very much concerned just now over the Harrowgate Camp and Meet. We have not yet arrived at the "camp" stage of cycling, therefore a sketch of the camp may be both interesting and useful: "This year the camp is arranged in a long horseshoe shape, formed with a double line of bell tents, with a large clear space in the centre lit up at night with a large clear space in the centre lit up at night with a large clear space in the centre lit up at night with six gas lamps, fitted high up on two tall poles, supported and ornamented with long lines of small and many-colored streamers. In this line there are forty-six tents, in addition to which there are several non-regulation tents, which are placed 'outside the pale.' The fruit tent is much appreciated, and the hon. sec.'s tent—which, by the way, is far more commodious than in former years—is through all day with eager applicants for the varthronged all day with eager applicants for the various etceteras of the camp. This year a special tent of a spacious character is provided in which to hold the socials in the evening, and this is well stocked with chairs, has a raised platform at one end, and a good piano." Many of the tents are "to the progradues." being described in the most end, and a good piano." Many of the tents are "got up regardless," being decorated in the most tasty manner with flowers, flags, curtains, Chinese lanterns, etc. "Tent No.9," entitled "The Japanese Village," was fitted up in Japanese style

Saturday morning was devoted to putting things ship-shape. In the afternoon a band discoursed sweet music, and in the evening an entertainment, lasting till midnight, was given in the "entertain-

tent.

Sunday morning was devoted to the scenery in the neighborhood, and the feature of the afternoon was divine service, which was attended by thou-sands of the residents of Harrowgate. Late in the afternoon an open-air concert was given by volunteer cyclists.

The event of Monday was the "meet" or parade, in which was 405 riders. The style of machines was proportioned as follows: Bicycles, 160; Safeties, 106; Tricycles, 80; Tandems, 53; Sociables, 2. After the parade, lunch was taken at camp, with "toast" accompaniment. The "Lady Mayoress" made a tour of inspection and awarded the prize to the "Japanese Village" tent.

The afternoon was devoted to the races; the evening to dinner and a concert, after which the

camp was at an end.

The Bi. News publishes some interesting car-The Bi, News publishes some interesting cartoons of Singer's Cycling Club picnic, held at Stoneleigh Deer Park, July 16. The most interesting is a cut of Singer's Apollo Band. The band is mounted on a multi-cycle, composed of seven pairs of wheels and a rear or "target-carrier" wheel, on which the big drum is enthroned.

At a special meeting of the Dorchester Bicycle Club, held Tuesday evening, B. W. Gould was elected Captain to succeed Captain Wallburg; A. Benson was appointed First Lieutenant and W. Clapp, Second Lieutenant It was decided to call another "scorcher's" run next week to select the third man and two substitutes to represent the club, together with Doane and Benson, in the coming Eastern road-races. The next social run of the club is announced for Sunday, August 4, Hough's Neck, Quincy; start to be made at 10 A. M.

#### WHEEL GOSSIP.

The Roseville Meet.

Have a little backbone and get there.

Prince Wells has ridden his unicycle ten miles in 1:50:15.

Temple is reported to have ridden a mile, on August 2, in 2:35½.

Dr. Beckwith's suit against D. E. Renton will come off in September.

The N.C.U. has refused to sanction a race between Temple and Illston.

The Capital Club party is enjoying itself at Mr. H. S. Owen's residence at Cottage City.

Mr. Bidwell is getting up a special prospectus of the State Camp for publication in The Wheel.

The Cleveland meet developed some "good" men, notably A. M. Cushing, who won a large number of prizes.

A wheelman of Camden, N. J., recently presented a strapping bartender with one black eye, in return for insult.

The New York Bicycle Company will shortly open a branch store in the neighborhood of 59th street and Fifth avenue.

The Peoria Club has effered \$10 for the capture of a road hog. This is an exorbitant price for such an animal, dead or alive.

Messrs. Spalding & Bros. are sole U. S. agents for the famous cycle tool brush. The brush is sold, post-paid, for seventy-five cents.

NEW YORK STATE BOARD OF OFFICERS.—The Fall Meet of the Board will be held at the Hotel Fennimore, Cooperstown, N. Y., September 23, at 8 o'clock P. M.

Mr. W. B. Page, the Philadelphia wheelman, has just established the world's running high jump, clearing six feet two and three-quarter inches, seven inches over his own head.

The Missouri Division has donated to the League \$258.03, one-half the amount remaining after the late League Meet. One feels like crying "Bravo!" at this example of Western generosity.

Temple Beats Woodside.—A one-mile professional handicap was decided at Preston Park, July 30. Temple finishing first; Morgan, 90 yards handicap, second; Woodside, third. Temple's time was 2:39 1-5.

The claim of the New York Club to first position on the League list has been sustained by an investigation. This club is in flourishing condition, has fine prospects, and some of New York's great unattached would do well to join it.

At Cottage City Captain Luscomb tried Harry Corey's Bicyclette. He soon mastered the wheel, and after some trial became quite enthusiastic. Wheelmen need not be surprised should they shortly behold the L. I. W. Captain mounted on a bicyclette.

Elmer E. Summey, of Buffalo, N. V., dropped into the sanctum last week. Mr. Summey represents an agricultural paper, and has traveled many thousands of miles on his wheel. He finds it much more convenient for canvassing than the ordinary method of traveling.

A two mile bicycle handicap will be decided at the Yonkers Athletic Club games, on Saturday, September 3, at three P. M., on the Driving Park grounds. Gold and silver medals to first and second. Entrance fee, fifty cents; close August 30, with J. A. Byrne, Secretary, Yonkers, N. Y.

The article entitled "Cycle Making In Coventry," which was recently published in this paper, credited to the Daily News, was taken from the Bicycling News, which paper wrote an admirable preface to the Daily News article, which we unin tentionally incorporated in the original article without credit.

In looking over the Division Treasurers' statements, which have recently appeared in the Bulletin, one cannot fail to notice the large amount of League funds used by Division officers for travelling expenses and printing. The Reorganization Committee, in their efforts to construct an economical League governmental system, should keep these points in mind. The publication of the Bulletin, the adoption of some new plan to save travelling expenses and some other plan of reducing the printing expenses.

The League Reorganization Committee is working slowly and surely on the great problem submitted to it. In reorganizing the League, the point the committee will keep prominently before them, is to reduce expenses as much as possible. The time has now come to do practical road work, and this requires all the money the League receives.

Rumor hath it that there is a "grand manufac turers struggle" on the tapis for this Fall. It is nothing less than a road-race from Boston to Chicago, in which all the manufacturers and importers will be represented. We hope the idea will be carried out. It will advertise bicycling more extensively than anything that has ever before happened in this country.

Eck, Knapp and Whittaker, of the Gormully and Jeffrey team, arrived in town last week. At present they are stopping at Roseville, where they are training for path and road races; Eck acting as their trainer. Knapp wore a sombrero hat, which has given the quiescent natives of Newark an idea that Buffalo William is in town. Eck is accompanied by his bride.

Has Bassett Reformed?—In the Bulletin of August 12, Brer Bassett reports that August Koch, of Peoria, Ill., had his bicycle ruined by a buggy driver, for whose capture the local club has offered \$10. According to all precedent Bassett should have added: "The driver has not yet been Koched," but he refrained. Something must have fallen into the cogwheels of the pun factory.

The annual amateur championship meeting will be held on Saturday, September 17, at the Manhattan Athletic Club grounds, Eighty-sixth street, and Eighth avenue, New York city. Among the events is a one-and-a-half mile bicycle race for the amateur championship of America. Entrance fee, \$2 for each event. Entries close September 7, with the Secretary, William Halpin, P. O. Box 3.478, New York City.

We met an old gentleman on a Roseville train, the other day, and seeing a number of bicyles aboard, he asked several educational questions about the sport. He said he had always been interested in cycling since he saw the Central Park parade in 1883, which he thought the most delightful thing he had ever witnessed. The parade did missionary work, and we think it was shelved too early.

In another column we announce the retirement of Mr. C. H. Diamond from the New York Bicycle Co. Mr. Diamond is known in the bicycle business as a pushing, energetic young fellow. The Company, which he owned and managed, did a large and profitable business this year, and it was only to embark in business on a larger scale that Mr. Diamond withdrew. We wish the Irving family the same success in the future that has thus far attended the firm.

Mr. Frank White, of A. G. Spalding & Bros., leaves New York September 1 on a six weeks' business trip to San Francisco and the City of Mexico. One can scarcely imagine what Frank can strike in Mexico, but certain it is that he will come back with an idea. Last year he slid over to Canada and brought back the great and only toboggan. The Spaldings got out a book on tobogganing, and thoroughly worked the press, the result being a tobog craze, which was only supplied by many thousand toboggans.

English Amateur Championships.—The N. C. U. five and fifty miles bicycle championships were decided at Birmingham on July 30 and August I. Below is a summary: W. A. Illston, 1st, time, 16:49 2-5; J. H. Adams, by a half wheel. The race was processional till a lap and a half from home. Fifty miles bicycle: J. H. Adams, 2:43:44 4-5; C. Potter, 2d; W. A. Illston caught cramp at thirty-eight miles and stopped, thus breaking his string of championship victories. The men roll but forty-nine miles through an error of the bell-ringer.

Roseville Training Notes.—Roseville has had a regular stable of flyers during the past two weeks, and it was no uncommon sight of a fine afternoon to see twenty men pegging round the track. Midgley the new crack from Worcester, who rides a forty-eight pound Springfield Roadster, ran a trial mile in 2:44. Snow, who is entered in the novices' race, makes a pastime of running quarters in forty seconds, and is said to be equal to 2:50. Knapp rode a quarter mile in thirty-eight seconds and one mile in 2:51. Whittaker is riding about 2:40, not qetter.

The Cycle Trade in Germany.—There are sixty-four manufactories employing 1,150 workmen; nineteen establishments give work to eighty-eight men outside. Thirty-seven factories buy half-finished parts from German establishments, and thirty-six buy them from English factories. Of the sixty-four factories, thirty-seven employ steam power. The machinery and tools represent a value of £45,800; the amount of sales per week is £1,370. The number of machines produced annually is computed at 7,000, with an importation from England of 10,000.

The proprietor of the Queens, L. I., Bicycle track, Mr. Lloyd, has offered a medal to the party who makes the fastest one mile bicycle record over his track, up to September 17, trials to be made Wednesdays and Saturdays, after three o'clock. A prize is also offered for the fastest quarter mile bicycle record. The track is of clay, six laps to the mile, with raised corners, and is perfectly safe. The best records to date are: one mile, J. W. Whitson, Mercury Bicycle Club 3:33; quarter mile, H. Quortrupp, Morris Park Wheelmen, 51 sec. All wheelmen are invited to use the track. The grounds are situated on the Jericho Pike.

The L. A. W. statement is probably the most interesting item in last week's Bulletin. The statement shows assets of \$3,293.84—consisting of cash \$593.15 and accounts receivable \$2,700.69. of which some are doubtless worthless. The liabilities amount to \$2,931.37, which includes bills payable, \$1,248.67; due Divisions, \$1,682 70; leaving a surplus of \$362.47. As some of the bills receivable are worthless, the League is practically insolvent. The net loss on the Bulletin to May I was \$1,312.68, and the net loss for May, June and July was \$247.96, but this will probably be augmented by bad debts. This loss is small and shows a successful effort on the part of the Secretary-Editor to save the League as much money as possible.

PROSPECTUS MILVILLE RACE MEET.—The annual race meet of the Milville Wheelmen will be held at Milville, N. J., on Tuesday, August 30, commencing at 2:30 P. M. Events and prizes: One mile Club, silver cup; one mile novices, gold medal and silk umbrella; one-quarter mile, League pin; one mile, boys under sixteen handicap, gold ring and pocket knife; one mile 3:00 class, gold sleeve buttons; one-half mile dash, gold-headed cane; one mile handicap, Lakin cyclometer; two mile lap race, opera glasses; one mile open, gold medal; one mile consolation, bicycle shoes. Entrance fee, fifty cents for each event, returnable to starters. Entries close August 27. Trains leave foot of Market street, Philadelphia, at 7, 8:20 and 9 A. M. and 12 M. Returning trains arrive at Philadelphia at 6:50 P. M.

Our esteemed contemporary, the Boston G'obe, is becoming extremely vinegarish of late. Some weeks since, it projected vast quantities of mud at the head of the devoted Kirkpatrick; last Sunday it thoroughly broils "Billy" Rowe. The Globe thinks that Rowe's praises have been sounded so long and that his hat has become a tight fit; that he is disinclined to exert himself, etc. It seems to us that the trouble is based on Rowe's disinclination to allow a few local press writers to manage his affairs, and on the false idea of "property" entertained by the Lynn people, who think they have a first mortgage on Rowe, and that he is in duty bound to obey their every beck and whim, and ride himself to the death whenever their highmightinesses are pleased to honor the Lynn fixtures with their presence.

The Cyclist prints a strange story about Fred Wood, the English professional. Wood made a good impression in this country, being gentlemanly and close-mouthed. At Hartford, some two years since, he was awarded a prize for recordbreaking, and rather than accept money, he chose a medal, "that he might send it as a token to his little woman at 'ome." In the light of the above facts, the Australian escapade appears very strange. It is related that Wood, while stopping at a hotel in Melbourne, made the acquaintance of a young married woman, whose husband had been called away on business. The acquaintanceship ripened into criminal intimacy, and on the husband's return there was a row, and Wood was charged with stealing a purse and £15, for the "faithful" wife had given Wood money and jewelry to the amount of £15. Wood was imprisoned to await his trial, and the husband has commenced divorce proceedings. The result of Wood's trial has not yet been learned.

#### KENTUCKY KRONICLES -- LATONIA.

The Latonia Agricultural Association has decided to give cycle races upon the first and last days of their Fair, viz.: the 23d and 27th inst. Programmes have been issued showing that on Tuesday the 23d, two races, one-half-mile and one mile and an eighth will be run.

On the last day, Saturday the 27th, three events will be run off. A three-quarter mile, a one mile

handicap and a two mile open.

Elegant prizes will be given and all the boys are

working hard to win.

Permits to get on the track for practise have been issued and any evening a number of riders may be seen doing their spins.

Circulars have been sent out to most of the rid-

ers of the three cities and a large number will go

out on both days.

Entries close positively on Monday August 22, 1887, to P. N. Myers, care Latonia Agricultural Society, Covington Ky.

An effort will be made to have the Sun race run off on the first day of the Fair, when Bryson Burroughs will show what he can do to keep that

handsome trophy.

Do not forget that if the proper encouragement is given the Association in this, their first year of bicycle races, the wheelmen will have reason to expect that something mammoth will be attempted

Let everybody go out and as many as can enter. There are races for all.

You, of course, have read of the Cleveland races, and what Bryson Burroughs of the Avondales did there. His performances are creditable, indeed, and all his friends offer their heartiest congratulations, for he is an honest, straightforward and modest young man, who deserves all that he has earned.

An instance of the way in which some of the "racing" men of this vicinity dispose of their prizes is as follows: One of them attended an interior race-meeting and captured a gold badge. He did not care for it after he had won it, and hearing of a man who was in need of a lead pencil, and he having a lead pencil which just about suited the party who was suffering for it, sold it to him, and, as an inducement, threw in the gold badge, all for the sum of \$10. Some days afterwards the lead pencil, with gold attachment, dealer was coming down the Ohio river on a steamboat, when his vendee appeared on deck, much to his discomfiture, and sporting the medal (but not the pencil) boasted his prowess in winning the some ning the same.

Verily, these "amateurs" make tired the heart

of an honest professional.

It would be interesting to have a race on some of the trotting tracks between a trotter and a wheelman.

The Carthage Fair Association's annual races took place last Tuesday afternoon. Full particulars next week, the races not having come off at the time of this writing.

Some of the riders were out at Carthage Fair grounds last Sunday for the purpose of practising on the track, and they say it was quite soft, but will be in fine condition for the races.

Latonia track is described as being splendidly

hard and even.

The Cincinnati *Enquirer* has at last invested in a bicycle editor. In his column last Sunday he makes several refreshing remarks about the makes several refreshing remarks about the ancient history of wheelmen in that city, and still persists that the Cincinnati Bicycle Club is the foremost organization of its kind in the West, because it is one of the oldest. If it is the foremost nobody ever hears of it. Has it done one single, solitary, lonesome thing in the last two or three years but sit in its comfortable headquarters and read about the hustlers in the other clubs who make the sport what it is in the city of Cincinnati and vicinity?

When that club split and ejected some of its best members because they were of a certain nationality or sect it retired into oblivion.

The Centrals are still hard at work booming their September tournament.

Some of the local papers have at last taken up cycle depot, which occupies the the question of the rights of the cyclers to ride in wheeling paradise, the Oranges.

Eden Park, which question The Wheel has mooted off and on for some time.  $\ensuremath{\mathsf{W}}$ 

The only way to do a thing is to do it, and the

sooner you get at it the better.

Those who are acquainted with the proper mode of procedure to be had should make it known.

E. C. Klipstein, of St. Louis, is East on a two weeks' visit to Boston.

The Librarian of the Brooklyn Library writes that Karl Kron's book is in demand and will be

The Lynn Cycle Track Association has decided to hold a one-day tournament on Labor Day, Sep-

Rowe's fast mile at Cleveland-2:301/4-proves him as fast this year as when he made the famous 2:29 4-5—probably faster.

Robert P. Porter is contributing a series of letters to the Norristown Herald on English travel. He is doing the country on a tricycle.

Designs for badges and medals for bicycle and other sporting events will be sent on application to E. R. Stockwell, 19 John street, New York, to whose advertisement we would call attention.

A twenty-five-mile road race for the championship of Minnesota was decided yesterday on the Lake Harriet Boulevard at Minneapolis. A large number of entries had been received and the race was well contested.

KANSAS CITY, Mo., July 27, 1887. The Gormully & Jeffery M'f'g Co., Chicago, Ills.

Gentlemen:—We are pleased to announce the following as the result of the races, at Paola, during the second annual meet of the Kansas Division. L. A. W. Out of thirteen races, eight firsts and four seconds were won on Light Champions, four firsts and six seconds on Victors, one second on a Star, one on an Ideal, and one first on a Kangaroo. The remaining second was won on a Royer. In addition to this very good list, the writer broke the half-mile track record, Paola track, making it in 1:24. Truly yours, Frank S. Ray.

T. A. SMILY, Esq.,

DEAR SIR:—The conviction that bicycle and tricycle riding is not only a pastime, but also one of the very best means for obtaining and preserving good health and spirits and prolonging life, if judiciously indulged in, led me, although sixty-four years of age, to learn it under your instructions. Having long taken an extraordinary interest in the matter, and mastered its theories as far as I could, I was the better prepared to appreciate your method of making it easy, safe, rational and pleasant, your method being based on correct laws of motion, which, as an engineer, I know must be obeyed. Therefore, I advise all those who prize health and pleasure, and have the opportunity, to health and pleasure, and have the opportunity, to avail themselves of your instructions, convinced that your cultured, pleasant and obliging manners will greatly add to the satisfaction of your pupils.

Very truly,

ROBERT CRENZBAUR,

82 Lee street, Brooklyn. JULY, 26, '87.



Graton Hall.

FROM A PHOTOGRAPH BY J. R. DAY.

#### THE NEW JERSEY WHEELMEN.

Ever since their organization, the New Jersey Wheelmen have been an active club and taken a prominent part in all matters concerning wheeling in this part of the State.

October 3, 1883, and duly incorporated, the following gentlemen being the charter members: J. S. Dustin, Victor Hesse, C. W. Northrup, A. O. Lemeris, F. W. Goodsell, A. R. Debow, E. Helleman, W. B. Thompson, C. E. Pharo, C. W. Jones, C. R. Zacharias, H. A. Smith, and J. C. Willever.

The club had the right material for a staunch foundation, and its growth in membership was rapid.

It was not long before it was the largest club in the State and far-famed for its large turn-outs on club runs, lantern parades and entertainments. The first meetings of the club were held in a little back room on the second floor of the Oraton Hall building, and for some time this was their regular club room. They finally hired a commodious front room on the second floor of the same building and

fated it up in very elegant style and have remained there ever since. The illustration shows the farfamed Oraton Hall, the sign at the left is over the entrance to the club room.

The New Jersey Wheelmen have done as much, if not more, than any other club in this part of the
country toward the advancement of cycling. The New York and New Jersey Team Road Racing
Association was originated by this club, and the New Jersey Cycling and Athletic Association was

also formed by its members.

The N. J. W. have never developed any racing men, but they have been a riding club for all that. There is scarce a town of any importance in the State and southern New York that the members have not visited awheel, and there is scarce an evening during the Summer that you can go five miles in the Oranges without meeting at least one of them, as a visitor recently said, "They seem to swarm all

Visiting wheelmen are always cordially invited to call at the club rooms, and if they are strangers to the roads about they can almost always find some one about Messrs. Howard A. Smith & Co.'s cycle depot, which occupies the entire lower floor of the building, who will pilot them through that

#### WHEEL GOSSIP.

Massachusetts has 1,219 L. A. W. members.

Melville, N. J., announces a meet for August 30.

The Missouri Club members cycled 19,000 miles

The Meriden Wheel Club announces a race meet

Benly B. Ayres has removed from Chicago to San Francisco .- Globe.

Bicycles are used in the telegraph service at Manchester-by-the-Sea.

Mr. E. W. Pope, of the Pope Mfg. Co., summers on Wintrop Beach.

The Hartford Wheel Club will hold a tournament on September 7 at Charter Oak Park.

The Maverick Wheel Club, of East Boston, will hold a ten mile road race on September 1.

The Missouri Division, L. A. W., will hold its annual meet September 30 and October 1 at St.

A. L. Atkins is in Boston. He will remain in Boston but a short time, returning to California and taking Mrs. Atkins with him.

Mr. A. Kennedy Childe officiated at Cleveland. During the meet he had occasion to address the audience, who were treated to a sample of "silvertongued oratory," of the same quality with which Kennedy electrified the good people of Hartford, shortly after he came into the country.

The Boston Globe has already commenced to boom C. C. Hayes for the L. A. W. Presidency. The Massachusetts C. C. is a very fine gentleman, quite a striking example of what may be evolved by a proper assimilation of beans and culture, but he will not get there next year, oh, no! We have already elected Kirk's successor, here in New York; that is, unless he succeeds himself.

The Merchanical News of August 15, publishes editorial on the "Liberty of the Bicycle." It might have been just the thing last year, so bigoted and monopolistic is it, but the worl I moves and so does bicycling. The bicycle is, in its way, a mechanical triumph, and its devotees deserve better treatment from the editor of a mechanical paper. The editor of the Mechanical News still "thinks it is an onen question as to whether bicyclists are entitled open question as to whether bicyclists are entitled to unrestricted use of the highways." Somebody should wake up this scribe

C. B. Cubberly, Elmer Bliss and Eugene Sanger of the Somerville Cycle Club have been enjoying a two-weeks' outing on their cycles. They rode from Boston to New Bedford, from where they

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took the steamer to Cottage City, remaining there during the meet of the Massachusetts Division. They had a cottage of their own, which they dubbed "O. U. No cottage," and a jolly time they had there entertaining friends. After the meet they went to New York city and then wheeled through the State, and by way of North Adams returned to Boston.—Boston Globe.

How great an influence trade interest have on the sport in England has been amply demonstrated in the course of the last two years, but in America it almost looks as though this influence has quite annihilated the old love of singing "Yankee Doodle" when the stars and stripes are carried to the front. On no other hypothesis can we account for the remarkable area to father than the stars and stripes are carried to the front. On no other hypothesis can we account for the remarkable apathy of the American cycling press in connection with the team now in this country. Scarcely a notice or comment upon Howell's defeat by Temple has seen the light in America. Can it be that the more generous instincts of the American journalists are confined by trade pressure, emanating from the fact that Woodside, Temple, and Morgan are riding English wheels? Wheeling.

The above is perfect rot. The American pages

The above is perfect rot. The American papers have carefully chronicled the doings of the American team, but they have not "crowed" over their victories, pleased as they are to see them, for various reasons.

In our opinion Woodside has not done well, and Howell's defeat by Temple we regard in the nature of an accident or a "prearranged" event. Woodside is of Irish affiliation, Morgan is a Welshman, and Temple is a German trick rider, who comes from the West and is but little known to

comes from the West and is but little known to Eastern people.

We know the team personally, and are pleased to read of and record their success, but they are not quite American enough for us to rave over, besides they are professionals, and in this country, the mass "look down" on professionals; of course, we portray public feeling and prejudice, not our personal opinion. As for the "trade pressure" fad, it is unfounded, so much so, as not to be worth discussion.

#### CYCLERS IN FAIRMOUNT PARK.

The persons charged with the maintenance of order in the Park should have an eye on bicyclers. Either a part of the Park should be set off for their especial use, or they should be made to drive their machines upon the public roadways with the greatest circumspection. Perhaps it would be better to entirely withdraw a privilege which has been abused of late, and which is attended with danger to others.—Yesterday's *Record*.

It seems to us that our usually fair and goodnatured contemporary is unjustly severe upon the wheelmen in the editorial article of which the above extract is a representative paragraph. It talks as though the wheelmen had no rights which talks as though the wheelmen had no rights which any one was bound to respect; were only permitted to enter the Park on suffrage and on specific pledges of good behavior; were a good deal of a nuisance anyway, and really ought not to be allowed to continue their at present restricted perambulations. What is there to justify this kind of talk? Are not the rights of a man who rides on a bicycle precisely the same as the rights of the citizen who takes his ease in a buggy or mounts the zen who takes his ease in a buggy or mounts the aristocratic drag? So it seems to us. Of course the argument is that a bicycle is a dangerous object, because horses are apt to shy at it, but so few accidents from this cause have been reported that the danger seems to have been greatly exag-gerated. Then as to the behavior of the wheel-men. It may sometimes have been open to cen-sure, but on the whole, the cycler has been more sinned against than sinning, and it is the persons who strike at cyclers with their whips as they pass them, upon whom the Park guards should have an eye. Perhaps our contemporary drives a spankof bicycles, but it should, and to give it its dues t generally does, strive at all hazards to be fair.—

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The members of the Maverick Wheel Club, of East Boston, have arranged for a race in Winthrop on September 5 (Labor Day). The ten-mile race open to members of the club will be run on the morning of the above date, the course being as follows: Start foot of hill on other side of Junction, over bridge and turn into Pleasant street, continue round to Great Head bridge, then turn sharp to left on Shirley street, continue round the corner of Pleasant and Main streets, round this circuit twice and finish there at tape. Three prizes will be awarded if five members start, two if four start, and one if three start. start, and one if three start.

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less, but beneficial. R. OGD. DOREMUS, M.D., LL. D

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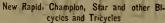
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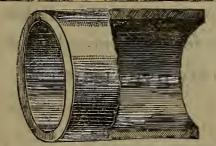
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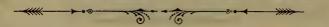
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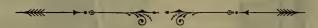
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