

RECREATION.

Vol. XII.—No. 22.]

NEW YORK, AUGUST 26, 1887.

[WHOLE NUMBER, 308.

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

of at the time.

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,

WM. W. CRANE.

MESSRS. GORMULLY & JEFFERY,

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

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. '

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., CHICÁGO, ILL.,

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

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CHAMPIONSHIP

THE STAF

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

NAME
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., NO. TIME. 1.33.53 STAR 1.33.57 Columbia, 1.34.34 Columbia, Columbia,

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. STAR, NO. NAME TIME. 6. J. H. Knox, K. C. W., 7. E. P. Baggot, H. C. W., 8. S. B. Bowman, E. W., 9. H. Greenman, I. B. C., 1.38.17 1.40.02 Columbia, STAR, 1.40.20 STAR, 1.43.36

> WILKESBARRE, PA., JULY 4, 1887. 1-mile Novice. STAR 2-mile 6.45 Class.

WON ½-mile Boys' Race. FIVE FIRSTS: 1-mile STATE CHAMPIONSHIP.

'L' 3-mile " "
'TERRE-HAUTE, IND., JULY 13, 1887.

STAR FIRST in 1-mile Open.

in 1-mile Class. in 2-mile STATE CHAMPIONSHIP.

ST. Louis, July 10, 1887. THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a 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 MACHI Smithville, N. J.

BIG BARGAINS.

1, Coventry Rotary Tandem, 1886 pattern, hollow 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 hag. Price \$30.00.

1, 36 Kangaroo, geared to 54, suited to rider of 52 or 54, hall 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.

APPLY TO

WM. L. FISH & CO.,

69 Roseville Ave.,

Newark, N. J.

NEW INDEXED MAP OF THE

Environs of N. V. City. Scale, 1-4 Miles to 1 inch Compiled from the New Jersey State Geological Survey, the U.S. Coast and Geodetic Survey, Local Surveys and other authentic sources.

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

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

\$4.00.

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

Published by E. C. BRIDGMAN, 84 Warren St., New York.

FOR SALE, EXCHANGE, WANTS.

COR 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.

FOR 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 Tricycle, 36-in., first wheel 28; geared to 60-in.; \$100. Address No. 167 E. 75th st., bet. 3d and Lexington aves., New York City.

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

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

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Second-Hand Bicycles, Tricycles and Tandems.

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

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

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

Name. No. Size. e. Name. Cost. Kangaroo Safety, \$130.00 Rudge L't Roadster, 156.50 American Rudge, 112.50 Columbia Expert, 127.50 "Facile," 130.00 Royal Mail, 137.50 Spalding Semi Racer, 140.00 Sparkb'k Hum. Tdm., 265.00 Col. 2-track Tricycle, 160.00 Special Star, 120.00 Sanspariel, 120.00 Sanspariel, 127.50 Cost. Price. \$130.00 \$60.00 156.50 \$0.00 112.50 70.00 150.00 75.00 127.50 75.00 137.50 90.00 HIENKI, 2 70.00 50.00 50.00 200.00 110.00 50.00 95.00 75.00 75.00 80.00 85.00 106 117 118 50 51 48 52 52 52 51 51 51 51 Sanspariel, 127.50 Sans. Light Roadster, 137.50 Special Star, 120.00 Special Star, 125.00 Sans, Light Roadster, 137.50 Special Star, 125.00 Special Star, 125.00 Columbia Expert, 145.00 Special Star, 120.00 Columbia Expert, 130.00 Columbia Expert, 132.50 Standard Columbia, 100.00 Col. 2-track Tricycle, 165.00 Standard Columbia, 185.00 Col. 2-track Tricycle, 165 00 Standard Columbia, 185.00 Royal Mail, 150.00 Premier, 110.00 New Rapid, 152.50 Sparkbrook, 135 00 University, 135.00 Sprkb'k Cripper Tri. 180.00 "Hbr. Tandem, 230.00 Columbia Expert, 165 00 British Challenge, 130.00 Sparkbrk Hbr Tdm 265 00 Sparkbrk Hbr Tdm 265 00 Genuine Hbr. Tndm, 250.00 Challenge, 95.00 80,00 85,00 91,00 110,00 85,00 90,00 110,00 50,00 85,00 110,00 85,00 125,00 225,00 56 50 51 ball Sparkbrk. Hbr Tdm 265 00 Genuine " 250.00 American Club 160.00 Genuine Hbr. Tndm. 250.00 Challenge 95.00 Special Star 130.00 American Star 90.00 Columbia Safety 140.00 Sanspareil 130.00 Mail 110.00 British Challenge 135.00 Columbia Expert, 145.00 Special Star, 120.00 Special Star, 120.00 Special Columbia, 125.00 Royal Mail, 140.00 New Rapid, 137.50 Col. Tri (2-track) 165.00 Royal Mail, 140.00 Royal Mail, 140.00 Royal Mail, 140.00 Col. Lt. Roadster, 150.00 Victor, 135.00 75 00 180.00 50.00 85.00 30.00 52 30.00 105.00 80.00 65.00 60.00 100.00 105.00 85.00 100.00 50 54 52 54 48 52 53 54 100.00 115.00 90.00 85.00 105.00 75.00 100.00 110.00 Col. Lt. Roadster, Victor, Columbia Expert, Rudge, Col. Lt. Roadster, Columbia Expert, Columbia Expert, Special Facile, 150,00

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R. lamp, bell. Good cond. Price \$45.
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R. lamp, bell. Good cond. Price \$45.

14 —52-in. Club. Full nickel, ball wheels.

Good cond. Price \$65.

22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Price **\$**95.

\$95.

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

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

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

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No. 41.—Rudge Rotary Tandem. Balls to wheels.
A bargain at \$35.

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

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

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

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

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

No. 60.—52-in. Stand. Col. Enam., balls to front wheel. Good cond. Price \$56.

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

No. 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

Price \$70.

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 \$56.

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.

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 \$73.

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.

Thi. Week's Bargains.

No. 82.—51-in Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$55.

No. 83.—52-in. Stand. Col. Nickel except rims, In good order. ,Price \$55.

No. 84.—54-in. New Rapid. Nickel except wheels. Excel. cycl. Cow-horn bars. Balls all over. Prime cond. Price \$103.

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.

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THESE POINTS BEFORE BUYING

CYCLE

was the first Bicycle made with a." true tangent wheel." This wheel has been proven incomparably stronger than any other, and though formerly pooh-poohed by the trade its success has led it to be copied by numerous manufacturers in England and on this side by the Pope M'f'g Co., the Overman Wheel Co. and others. "Imitation is the sincerest form of flattery."

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

warranted.

THE NEW RAPID

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

THE NEW RAPID

THE NEW RAPID

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. 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. has hundreds of testimonials. ALL proclaiming it

although on the American market for two years, has never known a broken backbone, spoke, handle-bar, back or front fork, or buckled wheel. is fitted with Pear, T or spade handles; Lillibridge, Cobblestone or Kirkpatrick Saddle. is the highest grade Bicycle ever offered to the American public—is all steel and positively interchangeable—duplicate parts being kept in stock.

THE NEW RAPID has hundreds of testimonials, ALL proclaiming it to be the best hill climber and the easiest runner.

THE NEW RAPID, although on the American market for two years,

THE NEW RAPID

THE NEW RAPID

THE QUADRANT led the way with the large steering wheel and its success compelled others to follow.

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

THE QUADRANT led the way with a kield steering wheel—a singular non.

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

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

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

tion spring; nor any such past or passing contrivances.

THE QUADRANT led the way—was original—has served as a model for imitation and continues still the only true principle for a velocipede of three whiels.

THE QUADRANT has done a mile on the road in 2 min. 38 sec.—never yet approached. Has won every hill-climbing contest it ever entered—notably the great Weatheroak contest, in which it finished ist, 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.

IT WILL PAY YOU TO SEND FOR CATALOG.

Agents Wanted in Unoccupied Territory.

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

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P. O. Box 444.

New York.

A CALL FOR HELP.

After much consideration, the Chief Consul of New York State, in pursuance with a motion passed at the late Board Meeting, has decided to appeal for financial aid to the members of the Division. The publication of the Road Book and the passage of the Liberty bill have put the Division in a bad way financially, so that there is not enough money to pay for the last named work. No other Division has ever attempted so much within so short a time; indeed, the Road Book is of itself, a creditable achievement, but when coupled with the Liberty bill, the year's work may

coupled with the Liberty bill, the year's work may be pointed to with pardonable pride.

The members of the Division have received value, and they should show a willingness to pay for the same. The Road Book is worth more to each member than the amount of money the Division receives from him, and the opening of the parks and highways of the State, and the protection the "Liberty bill" affords wheelmen, is simply invaluable. Each member should feel that he is personally interested, and should not only contribute, but induce others to do likewise.

As the wheelmen of New York are more

As the wheelmen of New York are more directly benefited, the Finance Committee decided to appeal to them first, in their endeavor to raise funds. For this purpose the Chief Consul sent out the following letter:

.. NEW YORK, August 11, 1887.

DEAR SIR:

In order to meet the demand made upon the New York State Division treasury, for funds to be used in paying the necessary expenses incurred by the passage of the Liberty bill, I am obliged to call on our members for a voluntary subscription to reimburse our treasury. Funds so raised to be used for the purpose as stated above. I enclose herewith an addressed envelope, which can be used for the transmission of your subscription to me. I trust that you will deem it consistent to respond to this call at your earliest convenience. Remittances can be made by check, postal note or money order, and receipt of same will be duly acknowledged.

The New York State Division has accomplished

a great amount of work during the past season, and more perhaps than we would have been able to accomplish had our moderate income been to accomplish had our moderate income been taken into consideration. but the officers of the Division felt that the work should be done, and at once, and that the members would be willing to respond to a call for funds should one be deemed necessary. The Road Book and other expenses incidental to our organization exhausted our income, and we now find that the expenses incurred by the passage of the Liberty bill must be met by popular subscriptions. I would state here, that the total expense so incurred will aggregate about \$800. Yours truly,

GEO. R. BIDWELL, Chief Consul.

We would urge upon every L. A. W. member in the city to subscribe, and at once. The money was expended for practical work, and those who continually cry that the League does nothing, should now step forward, and support its successful attempt to do something. Subscriptions should be sent to George R. Bidwell, 313 West 58th street, New York. The following gentlemen have subscribed to date:

John C. Gulick\$	10 00
Simeon Ford	10.00
m . n	10.00
G. B. Owen	5.00
A. S. Hibbard	5.00
A. G. Fisk	5.00
L.J. Haber	5.00
W. H. Veysey	5.co
W. H. P. Veysey	5.00
W. W. Schenck	5.00
F. P. Prial	5.00
J. B. Halsey	3.00
A. Reisenberg	2.00
Frank Knothe	2.00
Paul P. Wilcox	1.50
Cash	1.00
N. H. Weed	1.00
A. W. Bourne	1.00
W. A. Keddie	1.00
D. Mck. Livingston	1,00
A. S. Monell	1.00
Cash	1.00
J. T. Francis	1.00
_	

Total......\$86.50

A THOUSAND MILE ROAD-RACE.

BOSTON TO CHICAGO.

We understand that arrangements are being perfected for the greatest road-race ever given in this or any other country, viz.: Nothing less than a scorch from Boston to Chicago, a distance of 1,024

What few of the details that have been arranged have not yet been made public; but the contest will probably take place about October 5.

Fach manufacturer will be allowed to enter as many men as he wishes. The machines to be used are to be taken from the regular stock, and only one wheel is to be allowed to each man on the one wheel is to be allowed to each man on the journey. He is to keep it in repair, and if it goes under, he is not to be allowed a new wheel. The entrance fee is to be \$50 per man. The employer of any man who uses other means than his wheel to cover ground is to be fined \$1,000. At present, it is proposed that the men shall ride from six A. M. to nine P. M., but this has not yet been finally decided upon, and the conditions may be changed to allow the men to ride straight away at their own convenience. The straight away at their own convenience. The prizes will be three gold medals, valued at \$100.

It will be a grand contest of wheels, and the best men in the country will compete.

A PLEA FOR ROAD RACING.

Mr. M. L. Bridgman, Secretary of the Team Road Racing Association, has kindly placed in our hands a letter recently received for the President of the Association, Mr. E. J. Shriver. It would seem to us that where road racing is permitted or even sanctioned by the local authorities, and there is neither danger nor inconvenience to those who may wish to use the roads, there can be no harm in these contests. At any rate, we take pleasure in presenting Mr. Shriver's view of the

matter:

MR. M. L. BRIDGMAN, Secretary and Treasurer,
N. Y. & N. J., T. R. R. Ass.

DEAR STR:—In reply to your inquiry as to my
opinion on the objections which have recently
been made to road-racing, I find myself compelled
to entirely differ with Mr. Luscomb on the question; but I do not think that any official action by
the Association is needed at present. Much as we
must all regret losing so valuable an officer, his
opinion is only that of an individual, which may or
may not command such approval from others as
would require formal recognition by us. As to
the merits of the case, while his views may be correct in the abstract—although even here Mr. Wetmore very effectively shows in THE WHEEL the
precedent which has been made in our favor by
yacht and boat racing—there can still be no ques-

have plainly been received with great favor by the people of the vicinity. No interference with pub-lic rights has been caused, and the few instances in which individual wheelmen have been led by excitement into improper behavior, can be easily avoided in the future by slight changes of our arrangements.

Nor can I see that those of us who hold official positions in the League need feel any delicacy as to advocating road races because certain other officers think differently from us. As I understand the constitution of the League, it is a body formed for the purpose of co-operating for joint effort in the direction of attaining certain ends; it has no despotic control over the individual actions of its members. The League has quite enough work in its legitimate sphere without indulging in meddleits legitimate sphere without indulging in meddle-some interference with private rights. If other members of the Board disapprove of races on the road, they have a perfect right to abstain from taking part in them; but they have no right to coerce you and nie. We belong to the League to aid each other, not to regulate each other; and according perfect freedom of opinion to any other member, we claim the same right of opinion for Yours very truly,
EDWARD J. SHRIVER, ourselves.

President.

NELLIS' MILEAGE ACROSS COUNTRY.

EDITOR THE WHEEL:

Thinking that a schedule of my daily distance and riding time might be of interest to your readand riding time might be of interest to your readers, I herewith inclose same. This is only distance covered in riding on my journey. The pleasure riding done at stopping of places, is not included, but I have a record of same, which aggregates thirty-six miles, all told, making my mileage for the seventy-two days, 3,405.

Yours very truly, G. W. Nellis, Jr.

'FRISCO, August 13.

			_				
DATI	€.	MILES	. HOURS.	DATE	€.	MILES.	HOURS.
May	2.1	46	81/2	June	29	88	101/2
"	25	o r	ain o	**	30	76	12
**	2Ó	5 I	8	July	1	56	8
4.6	27	51	9½	**	2	82	10
4.6	28	70	111/2	6.6	3	55	7
6.6	29	41	6	**	4	20	3 6
4.6	30	36	4 1/2	6.6	5 6	44	
"	31	77	12	"		43	7
June		48	6		7	43	8 1/8
4.6	2	39	6	6.6	8	45	10
**	3	45	7 1/2	**	9	38	7
• 6	4	57	91/2		10	54	11
4.6	5	. 46	10	1	ΙI	50	8
"		46	7 1/2	**	12	47	9 ,
44	7 8	43	61/2	44	13	56	101/2
"		49	8	66	14	34	6
	9	56	7	"	15	59	11
**	10	49	10		16	at	Ogden
	II	} at	Chicago		17	56	7 8
61	12)			18	52	
"	13	28	4	**	19	56	9
61	14	65	101/2		20	27	41/2
66	15	60	9½		21	54	10
61	16	46	7		22	47	9
- 66	17	71	10		23	54	12
- 61	18	36	6.	66	24	35	5 1/2
4.6	19	38	5	16	25	46	
4.	20	24	5 6	64	26	57	11
6.6	21	36		5.6	27	58	121/2
	22	60	10	16	28	52	10
- 66	23	65	101/2	66	29	at	Reno.
66	24	38	5 Omaha	4.6	30	56	1)1/2
66	25 26				31	54	8 1/2
66		37 67	5 10	Aug	. I	56	8
66	27 28	71	10	66	3	69 38	101/2
		/1					5
Tota	u.	• • • • •	3,369 m	ules,	544	hrs. 5	4 2-5 days.

MINNESOTA ROAD CHAMPIONSHIP.

A twenty-five mile road-race, to decide the championship of the State, was given by the Min-neapolis Club on Thursday, August 15. The course was over the Boulevard around Lake Harthe Association is needed at present. Much as we must all regret losing so valuable an officer, his opinion is only that of an individual, which may or may not command such approval from others as would require formal recognition by us. As to the merits of the case, while his views may be correct in the abstract—although even here Mr. Wetmore very effectively shows in The Wheel the precedent which has been made in our favor by yacht and boat racing—there can still be no question as to the concrete fact. Our races on the Irvington-Milburn course have certainly been in no way a public nuisance, but on the contrary,

Shultz, Hale and Bell dropped out at four laps; Savage succumbed at six laps. Barwick finished first in 1h. 50m.; Bruce, second, time, 1:53; Stockdale, 1:54; Cutler, by a long ways. Barwick received a gold watch, Bruce a diamond ring, and

Stockdale a combination gun and rifle.

[We are glad Bruce did not receive the shot gun, as we once wrote a smart par. about him.—Ep.]

THE LEAGUE UNIFORM.

The many complaints against the bad make-up of the League uniform, founded as they are on fact, will doubtless cause a change in the present method of supplying the members

We have it on good authority, that the Uniform Committee have arrived at the conclusion that no satisfactory uniform could ever be made up from paper measurements; that to secure a perfect fit,

or even a semblance of a fit, the cutter must see the man, and the coat must be tried on.

At the February, 1888, Board Meeting, it is possible that the Uniform Committee will report in favor of allowing the Secretary-Editor to supply the cloth to League members, while some house will be given the privilege of supplying the cap, hose, etc. No official tailors will be appointed, so that each man can have his own tailor make up his uniform. The result will be a better dressed crowd than League men are at present; in fact, they are often "dowdy" in appearance.

THE ROSEVILLE MEET.

The Roseville Cycling Meet, which came off at The Roseville Cycling Meet, which came off at the Cycling Association's grounds on Saturday last, was a mixture of good and evil. On the side of "good" may be catalogued a fair attendance—about 1,200—and a consequent profit, excellent timing and judging, no spills, and fairly fast times. On the side of "bad," may be bulletined a high damp wind, poor handicapping and the clerks of course

clerks of course.

With the wind and weather we have nothing to do, as it was not of the committee's selection; with the clerks, of course, we have much to do. We had been under the impression that it was the clerks' duty to get the men out on the path and personally place them on their marks. But these men created a new precedent. One of them called out the men, and both then remained at the scratch line, admiring the scratch man, while the competi-tors sought their handicap marks. It was a high tribute to the character of the contestants, but no one, can [swear that every man started from the right mark. Early during the meet the writer politely appealed to Mr. A. G. Wurter, the Chief Clerk, for information as to the starters in a certain race. He replied that he had not even checked them off, and it was quite beyond him to obtain them. Upon further questioning, he replied that he did not know his duties, but supposed he was there as an ornament. Upon another occasion Mr. W. S. Righter was re-Upon another occasion Mr. W. S. Righter was requested to ask the timers to catch Whittaker's mile time in the two mile handicap. This he refused to do, and moved off, without even a reply. This is not the kind of material to run a race meet. The clerks are the most important officials at a meet, and their failure to properly perform their duty bores the audience and disgusts them with cycle

racing.

The handicapping was simply outrageous. We have the personal acquaintance of the Official Handicapper, and we regret that such harsh terms must be applied to his work. But we express the facilizer of men who have been at much expense must be applied to his work. But we express the feeling of men who have been at much expense and time to get fit for these races, and they might as well have not started, for all the chance they had of placing themselves. A few of the more glaring examples we point out. In the two miles, Lamb with a record of 2:47 with but thirty yards on Crist, who is quite capable of 2:35; Stenken, record 2:46 4-5 on the scratch with Crist; Midgley, with a record of 3:01 on the 40 yards mark; Hall, 25 yards; but the placing of Munger on scratch capped the climax. In the professional mile, Whittaker, who has no record, was on scratch with Neilson, and an old campaigner like Frazier, was given 25 yards. In the mile, the handicaps were still more unjust. Crist, Munger and Stenken were at scratch, and Harry Hall on the 10 yards mark; Kolb was given 50, Lamb, 10, and Midgley, 25 yards. It was simply a burlesque. ply a burlesque.

The race meets at this track could be improved: 1st. By ringing bell several times to call out men. 2d. By clerk and assistant clerk placing the men on their marks. 3d. By appointing an official re-porter to give times, non-starters, and other in-

formation to the press. 4th. By appointing an able-bodied marshal, to keep crowd off the track. 5th. By providing low seat along the outer rail, to accommodate racing men not competing, and

accommodate racing men not competing, and their trainers, etc.

The track was in superb condition, and but for the wind very fast times would have been recorded. On the turn rounding into the homestretch, the wind greatly interfered with the men, slowing them up for two hundred yards. The premier event of the day was Whittaker's wonderful pedaling in the mile. If there is any man in the country capable of cutting the wind for Billy Record Rowe, it is Whit, from Whitville, Chicago. Knappy also rode well, but is still too fat for fast work. Crist proved himself in fine fettle, won his races in the easiest possible manner, without turning a hair. without turning a hair.

SUMMARY OF THE RACES.

Officers—Referee, F. A. Kinch, Jr.; Judges, R. M. Sanger, G. C. Brown, E. W. Johnson and D. E. Drake; Timers, J. W. Smith, L. H. Johnson Jens F. Pedersen; Clerk of Course, W. S. Righter; Scorers, C. Walter Higgins and S. H. Sargent; Starter, Elliot Mason; Umpires, T. D. Palmer, J. M. McFadden and W. L. Booth; Race Meet Committee, L. J. Hardham and J. C. Willever

ONE MILE NOVICES.

A. W. Snow, Newark	3:11
R. E. Moss, Bloomfield	3:12 1-5
E. P. Baggott, Jersey City	
A. M. Drought, Baltimore	4
T. H. Hall, Orange	
B. A. Quin, New York	6

Moss and Snow got away first, but Quin moved up quickly and led for two laps. In the last lap rush Snow and Moss got away from the field and easily secured their places, Snow winning by 6 yards; Baggot 3d by 4 yards. Time of last quarter, 41s. Snow was the favorite, being capable of

ONE HALF MILE DASH.

W. E. Crist, Washington	1:18 2-5.
C. A. Stenken, Jersey City,	1:19 3-5.
J. F. Midgley, Worcester,	3
L. J. Kolb, Philadelphia	4
T. W. Roberts, Poughkeepsie	

This was a fine race. Kolb showed prominently This was a fine race. Kolb showed prominently down the back stretch, cutting out the pace, with the rest after him. On the second lap Stenken made a break and opened up quite a gap; but the Washington man simply pedalled a little faster and gained till the homestretch, where he put it all on and won by several yards; Midgley close behind Stenken. Crist rode a genuine Humber racing wheel weighing not much over twenty pounds; Stenken drove a thirty-eight pound semi-racer Star and Midgley mounted a fifty-one pound Springfield. and Midgley mounted a fifty-one pound Springfield Roadster geared to six y-three inches. The pedal motion is straight up and down and the way Midgley pedaled was a caution. He is a new man, but is quite fit to rank with the fas est amateurs in the country. First quarter 38 1/2 seconds.

ONE MILE CLUB.

W. Van Wagoner, scratch	2:58
R E. Most, 50 yards	3:02 4-5.
W N Colfax 125 yards	2

These three Bloomfield cycles stole out on the path and arranged a handicap with the above result, the race exciting little interest, principally because the audience had no idea what it all meant.

TWO MILES AMATEUR HANDICAP.

W. E. Crist, washington, scratch	5:42
H. B. Schwartz, Reading, 60 yards	
T. H. White, New York, 100 yards	3
W. Van Wagoner, Burlington, N. J., 125	
yards	4
Wm. Lamb. Smithville, 30 yards	5
L. J. Kolb, Philadelphia, 100 yards	6
J. F. Midgley, Worcester, 40 yards	7
T. W. Roberts, Poughkeepsie, 100 yards.	8
Wm. Harding, Hartford, 100 yards	0
H. J. Hall, Jr., Brooklyn, 25 yards	0

Schwartz led at the mile in 2:44 2-5, with Lamb close up. Crist gained all the way, and at a mile and a third was in the field. For two laps the men rode together, White and Schwartz showing prominently. The rush on the last lap placed the men as above, Crist winning easily by several lengths; all the rest close up, except Harding and Hall who stonged. Hall, who stopped.

ONE MILE PROFESSIONAL HANDICAP.

S. G. Whittaker, scratch	2:41 4-5
W. F. Knapp, 50 yards	2:42
A. A. McCurdy, 25 yards	3 .

C. H. Frazier, 25 yards..... 4 H. S. Cornish, 100 yards...... Times, 39, 1:18, 2:01, 2:41 4-5.

Whittaker got going rapidly, being well shoved off by the only Eck. At the half he was well up with the field, and at the two-thirds the race was with the held, and at the two-thirds the race was his, Cornish, who had made a big splurge at the start, having stopped. The last lap was a procession for Whit, and on the homestretch he came away, with Knapp clinging tightly to his wheel. He rode a genuine Humber racer with five-inch cranks, and the way he peddled was a sight to see. The time of the first lap—1-3 of a mile—was 51½ seconds, a 2:34½ pace. Considering the strong wind, to be ploughed through three times, this was a remarkable mile.

ONE MILE TANDEM TRICYCLE.

W. E. Crist, H. J. Hall, Jr.,		3:17 1-5
E. S. Dayton, \ G. A. French, \	•••••	3:29 1-5

This was a procession for the Crist-Hall combination, and the other team might as well have been at Fair Haven, Conn., for all the impression they made.

ONE MILE AMATEUR BICYCLE HANDICAP.

W. Harding, 50 yards	2:49 2-5
C. A. Stenken, scratch	2:49 3-5
H. B. Schwartz, 25 yards	
Wm. Lamb, 10 yards	
L. J. Kolb, 50 yards	5
J. F. Midgley, 25 yards	6
A. W. Snow, 100 yards	
T. W. Roberts, 50 yards	
W. Van Wagoner, 60 yards	
T. H. White, 60 yards	0
J. Whitson, 100 yards	0

The scratch man and the back markers gained all the way, and the field turned into the homestretch bunched. Harding won by a length, Schwartz a few lengths behind Stenken.

TWO MILES HANDICAP, PASSAIC COUNTY WHEELMEN.

S. W. Romain, scratch. 6:34 2-5
C. Blizard, 200 yards. 3
Bird Spencer, 120 yards. 4
W. B. Banker, 160 yards. Distanced
G. Sengstack, 200 yards. Distanced
James Chase, 250 yards. Distanced

ONE MILE BICYCLE LAP RACE.

W. E. Crist	
H. J. Hall, Jr	5 points
H. J. Hall, Jr L. J. Kolb	3 points

Cristled from start to finish; time, 3:01 2-5. Hall was third on the first lap and second thereafter; time, 3:01 3-5. Kolb rode second on the first lap and dropped out on the second.

TWO MILES PROFESSIONAL HANDICAP.

S. G. Whittaker, scratch	5:56 3-5
W. F. Knapp, 100 yards	5:56 3-5

Whittaker quickly caught Knapp, and the two made a pretty race, finishing neck and neck.

ONE MILE CONSOLATION.

	- , ,
T. W. Roberts	2_
- ** ******	
[. H. White	3
	5
A. M. Drought	0
H C. Stevenson	0
11. 0. 0.0.	

Lamb and Roberts easily placed themselves.

WHITTAKER WILL CHALLENGE ROWE.

Within a few days, S. G. Whittaker, of Chicago, and at present of the Gormully and Jeffrey Team, will challenge Rowe to race any distance up to and including one mile. At present, Whittaker is training at Roseville, with Knapp and Munger, under the mentorship of T. Eck.

Until the present season, he has never had the time to properly train for path races, though his performances over the roads last Fall convinced him that he could do creditable work on the path.

performances over the roads last fall convinced him that he could do creditable work on the path. "Whit" has done some racing on poor tracks and in rinks in various parts of the country, while he was travelling for the Gormully and Jeffrey Mfg. Co. But this Fall he will be given ample opportunity to prepare himself, and it was to train for road work that he came to Roseville.

His speed on the Roseville track surprised him. He has ridden a quarter mile in 35 seconds, and a

He has ridden a quarter mile in 35 seconds, and a representative of THE WHEEL has timed him for one-third of a mile in 47 seconds, a 2:21 pace. This time was corroborated by several other clocks; the atmospheric conditions at the time were perfect. Whit's performances at the Rose-ville meet prove his private trials.

Three racing Champions will shortly arrive at Roseville, and, after a little experiment with the length of cranks, Whittaker will issue his defi. At present he uses five-inch cranks, upon which he stands, using his saddle occasionally, and blazes away. His pedaling is simply marvelous.

One of the conditions will be that the contest comes off within three works.

comes off within three weeks.

FIXTURES. 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.

September 21.—Albany Wheelmen's Race Meet.

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

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

RACING NOTES.

Prince has started training for the Fall meets.

The bright spirits of the Boston Club are projecting a steamboat excursion.

The Rhode Island Division will hold its annual meet September 20 at Narragansett Park.

A two days' tournament is being held at Worcester, Mass., on Thursday and Friday of this

Hollingsworth and Crocker are carefully pre-paring for the Fall tournaments. Both are re-ported as riding very fast.

The Clipper of August 20, showed a cut of a man, dressed in cycling garb, labelled "W. J. Morgan." We pity the editor of the Clipper when the Senator returns.

W. I. Wilhelm has built himself a Star racer weighing twenty-nine pounds, eleven pounds off the regular weight. It is rumored that Frazier and Lamb will also ride light wheels at the Fall race-meets.

RECORDS.—At Long Eaton, August 5, J. Du-bois rode ten miles against the professional bicycle record, and succeeded in making new figures from six to ten miles: Times, I—2:46 4-5; 2—5:34 2-5; 3—8:24 I-5; 4—II:I4; 5—I4:02 4-5; 6—I6:56 2 5; 7—I9:46 3-5; 8—22:39 4-5; 9—25:32 2-5; I0—28:26

The programme of races to be run at New Britain, Conn., on September 1, will include a one mile handicap, three mile handicap, five mile handicap, one mile novice and a team race between local clubs. There will be two prizes offered for each event. Entries close on August 27, and should be sent to P. O. box 203, New Britain.

It is stated by R. James, who has just returned from Australia, that the charges upon which Fred Wood was arrested were merely "trumped up"; that Wood is entirely innocent of any wrong; that he will be acquitted, and that he will bring an action for damages against his persecutors. We action for damages against his persecutors. We hope the assertions of Wood's innocence may be

The following events will be decided at the Brooklyn Athletic Club Grounds, DeKalb and Classon avenues, Brooklyn, on Labor Day, Sept. 5. One mile and three mile handicaps, one mile handicap for roadsters, 36 lbs. and over, and one mile mount and dismount. Valuable prizes will be given. Entries close next Monday with J. H. Mellor, 387 3d street, Brooklyn, N. Y.

RACING NOTES.—The absence of Rich and Powers from the Roseville Meet was much regretted. Rich is variously reported as being at Cape Ann, Squam, and at Lynn. It is probable he is training at the last named place. It is reported that Powers is ill with malaria, and has virtually retired from the path, Fred. Foster, the fast Çanadian,

has also retired. De Blois, of Hartford, is riding very fast. A few days since he rode a mile some seconds under 2:40. Rich, Crist, Hall and Stenken will attend all the Eastern tournaments.

English Record Breaking.—At Long Eaton, P. Medinger had a go at the "flying quarter," but failed to beat record, though finishing in thirty-four seconds. On August 1, at Bridlington, R. Temple won a mile handicap from scratch in 2:35%. Woodside made an attempt to ride twenty to the hour hand the lateral way. time for twenty miles: 58m. 15½s.; distance covered in one hour, 20 miles, 1,481 yards. Time at twenty-five miles, 1:12:13½, which is record.

HARTFORD RACE MEET.—The Hartford Wheel Club will hold a tournament at Charter Oak Park on Wednesday, September 7. The programme is as follows:

One mile novice. Hartford Wheel Club, one mile handicap. One mile professional handicap.

One mile amateur, open.
One mile amateur, three-minute class.

Five mile amateur lap race.

One mile amateur, State championship.

One mile professional, championship of America. One mile amateur handicap.

One mile amateur team race,

One mile amateur consolation.

All scratch races will have time limits. Entries, \$1.00 for each event, close September 3, with H. H. Smith, Drawer C., Hartford, Conn. The prizes will aggregate \$1,000 in value.

SOME LOCAL RACES.—Several events will be decided near and within New York during September, as follows: September 5, Staten Island, A. C. game, two miles handicap, entries close August 30th, with F. W. Jansen, P. O. Box 125, New York city. The Nassau Wheelmen's meet will be held on the same day at 4 P. M., and contestants at the Staten Island games will have time to get to the Wheelmen's meet. September 10, at the Manhattan games, a one and a half miles handicap will be decided: grounds 86th street and the Manhattan games, a one and a half miles handicap will be decided; grounds, 86th street and Eighth avenue. Entries close September 3, with C. C. Hughes, 524 Fifth avenue, New York. September 3, two miles handicap, at Yonkers' Driving Park. Entry free. Close August 27, with J. A. Byrne, 10 Washington street, Yonkers, N. Y. At the championship games, to be held at the Manhattan grounds on September 17, a one and a half miles championship race will be decided. Entrance fee, \$2. Close September 7, with William Halpin, P. O. Box 3478, New York.

TOURING CHAT.

[Address all communications to A. B. Barkman, Chairman L. A. W. Bureau of Information, No. 608 Fourth avenue, Brooklyn, N. Y.]

TOURING.*

There is little doubt that by far the largest number of active cyclers find their pleasure in touring. The pottering cycler, who never ventures far from home, has no idea of the enjoyments to be found in country rambles on the wheel. The touring field is practically open to any rider who has time to devote to it, and the number of cyclers who thus spend their Summer holiday is yearly increasing. These holiday tourists, guided by past experience. These holiday tourists, guided by past experience, or by the advice of their more practical fellows, plan their trips with an eye to personal comfort, and after a few days of enjoyable riding, return home invigorated and instructed.

home invigorated and instructed.

The first step a prospective tourist should take, after he has acquired a sufficient knowledge of his wheel and confidence in himself, is to join the League of American Wheelmen, an association formed to promote the interests of cyclers in general and tourists in particular. The initiation fee is one dollar, and the annual dues a like amount, and the writer having filled up the necessary application blank will have to wait a longer or shorter. cation blank will have to wait a longer or shorter time for his tieket, usually about three weeks. This matter having been duly arranged, the next thing is to plan the tour and select the route, which

can best be done with the aid of the various road books and maps issued by the State Divisions or recommended by the Touring Department.

It then becomes necessary to decide as to the average day's journey, and on this point it is necessary to decide as the average day's journey, and on this point it is necessary to decide as to the average day's journey, and on this point it is necessary to decide as to the average day's journey, and on this point it is necessary to decide as to the average day's journey, and on this point it is necessary to decide as to the average day's journey, and on this point it is necessary to decide as to the average day's journey, and on this point it is necessary to decide as to the average day's journey, and on this point it is necessary to decide as to the average day's journey, and on this point it is necessary to decide as to the average day's journey, and on this point it is necessary to decide as to the average day's journey, and on this point it is necessary to decide as to the average day's journey, and on this point it is necessary to decide as to the average day's journey, and on this point it is necessary to decide as to the average day's journey.

a ridiculously high standard which they find it practically impossible to carry out. A large number of beginners fancy they can ride with ease from sixty to one hundred miles daily for a week or so at a stretch, and on this basis plan their tours, with the result that they either break down utterly and are compelled to take the train home, or else they spend a miserable "holiday" riding hard against time during the whole trip, thus converting what should have been a pleasant outing into a period of incessant hard labor and discomfort,

incessant hard labor and discomfort.

The experienced tourist, on the other hand, rather shortens the day's journey, being satisfied with from forty to fifty miles, and generally allows a spare day in the middle of the week, in case of delay by rain or other causes, or a desire to take in some pleasant side trip or object of interest, thus letting himself off as easily as possible with a view to the more complete enjoyment of the tour. view to the more complete enjoyment of the tour as a whole.

For a beginner even shorter distances are advisable at first; for a man who can ride his sixty or seventy miles right off, will find forty miles a day for a week quite a different matter and considerable of a task, until he has learned by experience how to economize and save his physical powers.

Except in the cases of some peculiarly constituted individuals, a solitary trip is a very slow performance, and the presence of at least one companion brightens things up materially; yet, the rider had better go alone than journey with a disagreeable companion, or one very much slower than himself. Two fairly equal riders greatly assist each other in maintaining a good rate of progression, as when one lags, the other brings progression, as when one lags, the other brings him along, and when this man tires the other has perhaps recovered his pace. Large parties are scarcely so satisfactory, especially if club rules are rigidly enforced, as this course means that the whole party shall proceed at the pace of the slowest rider, which soon becomes very irksome to the faster men of the party, causing grumbling and discontent. Under such circumstances, loose riding should always be permitted, and, if possible, the slower men should be started somewhat earlier than their more speedy companions. Again, in large parties, in order to be sure of good accommodations, it is necessary that arrangements be made ahead for meals and lodging. This entails a considerable amount of care and labor upon the promoter or manager of the tour, and renders each day's journey inflexible, which often times results in considerable discomfort to the entire party, as circumstances frequently arise which make delays advisable or render progress inconvenient. My personal experience has been that two are a good number, four are better, and six the maximum for

number, four are better, and six the maximum for comfort and enjoyment.

The intending tourist should not start out without some sort of training and preparation for the work before him, as this course often produces most fortunate results. The mere task of sitting in the saddle for several hours daily, is painful to one who has not taken the precaution of undergo-ing previous practice and seasoning, and for this reason, if for no other, it is advisable that for some time before the day of departure a regular course of riding should be followed, at least three times weekly, and this riding should occupy an hour or more, and should include a little practice at hill work as well as some sharp dashes along the level. Nothing like high training is required, but something more than the easy dawdling which so many riders are fond of indulging in is necessary. It is a good plan to fix upon a stated route, say twelve or fifteen miles, and to ride over it three or four times a week, the trip being carethree or four times a week, the trip being carefully timed, and the rider trying to do better on each occasion. This will seem to many somewhat of a task, but it will vastly develop the muscles, improve the wind, and increase the rider's powers for average work. If this course be carefully followed out for a fortnight or three weeks before the tour, it will not only increase the rider's capabilities, but as a natural result, add decidedly to his personal comfort. It is scarcely necessary to his personal comfort. It is scarcely necessary to remark that when touring, the highest possible pace should not be attempted, but a fair, steady and regular pace adhered to throughout; and this steady and regular pace will be the easier to maintain if the rider has learned the knack of going a great deal faster. This is the theory of training, and it applies to the tourist as well as to the racing man. A. B. B.

(To be continued.)

The Cunard Cycle Company offers its business for sale. The Cunard agents did not do even this; they simply "skipped,"

THE BERKSHIRES AND LAKE GEORGE.

That touring awheel is the true way to enjoy the summer vacation, is becoming more self-evident every year. In times past one might journey for a week at a time without having the monotony broken by the presence of a single cycler, either on the road or at the villages en route. This state of things has happily gone with the past, at least in this section of the country, and touring wheelmen are now frequently met, and are no longer objects of supreme interest to the loungers at the wayside inn. Never have so many tourists been met on the road as during the present season, and of the numerous objective points none seem so popular as the Berkshires and Lake George. Such a trip was taken a few weeks ago by two

members of the Brooklyn Club, Messrs. Corby and E sall, and although their route was chosen from the N. Y. Road Book, which they found authentic in every respect, in response to numerous inquiries, a brief description of their experience is here given to satisfy those whose thirst

for road information seems unsatiable.

Leaving New York Sunday morning, we wheeled through the Park and up Riverside Drive, circling around the tomb of General Grant, into the Boulevard and up the Kingsbridge Road and Riverdale avenue to Yonkers, and thence over the by no means insignificant hills, via Broadway to Tarrytown, arriving in a drenching rain which com-pelled a halt for the day.

Monday morning we took the train for Peekskill

to avoid the sand and mud, wheeling thence over heavy rain soaked roads to Fishkill Village for dinner. Had it not rained the river would have been crossed from Tarrytown to Nyack, wheeling been crossed from Tarrytown to Nyack, wheeling thence via Congress to Jones Point and recrossing by boat ferry to Peekskill, or else wheeling from Nyack to Suffron and up the Ramapo Valley to Newburgh and crossing to Fishkill, which latter is the best way of getting away from the Peekskill sand and around the Fishkill mountains.

From Fishkill to Wappinger's Falls the road improved, and thence to Poughkeepsie was perfect. We were well treated at the Morgan House and royally entertained by the Poughkeepsie Bicycle Club, which tendered us an escort to Rhinebeck

Club, which tendered us an escort to Rhinebeck on the following morning, which place we left in the afternoon and continued over fine roads to Upper Red Hook, where we again encountered our old enemy, rain and mud, necessitating our proceeding to the station at Barrytown and training to Hudson. The following morning our course proceeding to the station at Barrytown and training to Hudson. The following morning our course was through Claverack, Hollowville, Martindale, and Craryville to Hillsdale, over roads which usually afford excellent wheeling, but a tornado which had visited that section the day previous spread destruction on every hand. Trees were uprooted, roads washed out, substantial iron bridges swept away like straws, houses destroyed, and people injured, some killed. Progress was and people injured, some killed. Progress was consequently very slow, many streams having to be forded, and heavy mud filling up all the hollow places. The night was spent at Hillsdale, and in the morning, after two miles of indifferent riding, the base of "Oxbow" was reached. Rid-ing here was out of the question, so dismount-ing we pushed forward, up the steep ascent, one mile and a quarter to the summit, from whence mile and a quarter to the summit, from whence the road descends gently to Great Barrington, eight miles distant, which place was reached in forty minutes, coasting most of the way. The afternoon journey was beautiful in the extreme, the road winding along the Housatonic River and past Lake Mahkeenac on through Lenox to Pittsfield, the surface being of gravel and in perfect condition. A pleasant evening was spent with the Pittsfield Club, and in the morning Mr. H. S. Wolliston escorted us as far as Pontoosuc Lake. Heavier roads followed for about five miles, until Lanesboro was reached, when they improved and Lanesboro was reached, when they improved, and the following twelve miles into Williamstown were as fine as heart could wish for. Leaving Williamstown in the afternoon, we bade good-bye to Massachusetts, crossed the line into Vermont, and after a ten-mile ride across the lower corner of the State reached North Petersburg, N. Y., and following the Hoosick River down to Hoosick Falls, com-pleted another five days' trip. The Hoosick Wheelmen are as good hearted as can be; done all in their power to render our stay pleasant, and in the morning escorted us to Greenwich and, at the same time, endeavored to do us up, for which we forgive them. Leaving here in the afternoon, un-der escort of Mr. Griffin, of the Greenwich Club, we enjoyed a beautiful ride of twenty-two miles to

sible for our comfort and entertainment. Mr. Calkins is clerk at the Rockwell House, the League hotel, and such tourists as are for-tunate enough to fall into his keeping, may be sure of being well cared for. In the evening we were shown through the rooms of the Glens Falls Athletic Association, and starting early the following morning we bumped over the ten miles of plank road and reached Caldwell, our destination,

Such is their description of the trip, which, notwithstanding the frequent rains, was thoroughly enjoyed from start to finish, and I am sure that those who follow in their footsteps, will find the roads in better condition and the tour none the less enjoyable.

A WAGON TOUR IN THE WHITE MOUN-TAINS.

Thinking that some other cycle clubs might like to profit by our experience, I will try and give you a little sketch of the East Cambridge Cycle Club's Summer outing. We have a small club, of only about a dozen members, and during the Spring, when the question of how to spend our vacation arose, we unanimously decided to try and spend it together if possible. As we were all desirous of seeing the White Mountains, we decided to hire a team and span of horses, and drive through them, taking in all the sights there were to be seen. Accordingly, arrangements were made for a team, and we made all preparation to start. But six of our number could get off for the first two weeks of August, and so they composed the party, together

We started from Boston, Monday, August 1, for Haverhill, Mass., where we had hired the team. We were fairly started on our drive by ten o'clock. Our baggage consisted of a small valise for each one, a heavy overcoat (for nights in the mountains are quite cold) and a pair of blankets. Besides these we had two boxes on the rack behind, one containing our food, and the other a folding table the joint invention of two of the party—cooking utensils, and table ware. Our food was mostly canned, which we found quite palatable, and was was much less bother to cook than the raw material. We carried a spider, coffee-pot, three two-quart and one two-gallon pails. The latter were very useful in heating water for various purposes, picking berries, etc. Our first meal at noon was more ing berries, etc. Our first meal at noon was more of a cold lunch than any other during the trip, but at supper we built a fire and had a warm meal. And just here let me mention our cook stove. We carried a piece of galvanized iron about two feet square, and whenever we wanted a fire, built a three-sided square of rocks, and set the iron on top leaving a place for the fire underneath.

The first night was the only one we were not under cover, when we camped about eight miles south of Manchester, N. H. The moon was full, and it was not uncomfortable at all. Luckily, two of our number were up early the next morning, and we were off at half-past six just as it began to rain. Tuesday night we reached East Concord, and found accommodations in a barn for ourselves and horses. Wednesday night found us in Gilford, a mile out from Lake Village, where we slept in beds for the only time during our trip. As a sample of how accommodating we found the people along the route, let me tell you how we were treated here. Our horses were stabled and fed twice, seven of us had nice beds to sleep in, and we had the use of the table and crockery ware in the house, for all of which we were charged the immense sum of one dollar.

The son of our host had visiting him a cousin

from West Thornton, and strange enough, we spent the next night, Thursday, at his house, or rather in his barn. Here we had one of the most comical experiences of the trip, or rather series

of experiences.

When we retired, we were soothed to rest by the grunting of a pig that was afflicted with the asthma. It had never been my luck to listen to a like noise before, but imagine a sound between a hog's grunt and the buzz of a saw mill, and you have it. One of our party had been driving that day, and not content with stopping at six o'clock, kept on during the night in his sleep, and by his continual "Whoa," "Get-up," etc., kept the horses on their feet and moving round all night. And to crown the whole collection, a rooster, perched way up on the highest beam of the barn, began to crow at the early hour of 2 A. M. This was more than one of the party could stand, and accordingly a chase was inaugurated, and the bird "shooed" from the Glens Falls. Dismounting at the Rockwell House, was inaugurated, and the bird "shooed" from the were courteously greeted by Mr. John R. Calkins, League Consul, who did everything pos-

time, a small black hen started on a race across the prostrate forms of three of the party, flapping her wings and cackling as she went. This was too ner wings and cackling as she went. This was too much for us, and we got up and prepared to start. During the day many points of interest were passed: The Flume, Pool, Basin, Old Man, Profile Lake and Echo Lake; but as I am trying to describe the trip, and not the scenery, will leave that to some one more used to such things.

In the afternoon, just after descending a three mile hill from the Profile House towards Bethlehem, we met two cyclists from Burlington, Vt., who were traveling to Boston on their wheels, and seemed to be enjoying themselves, but it was the vote of the party that a team was the most convenient way of traveling over such hills and sands as are found in the mountains.

Friday night we reached Bethlehem, where reaching Crawfords on Sunday night. While making camp here we were visited by "English reaching Crawfords on Sunday night. While making camp here we were visited by "English Jack," who may be known to some of your readers as the artist who made the tour of certain dime museums last Fall, eating live frogs and snakes as an attraction. He is employed as watchman by the railroad, and entertained us by

watchman by the railroad, and entertained us by story telling while we were getting supper ready.

Monday five of us climbed the bridle path to the summit of Mount Washington, and were rewarded by one of the finest views imaginable. Tuesday, we started for home, which was reached Friday evening without any incident of special note, except, perhaps, the meeting of two more cyclists about ten miles south of Conway, who were on their way to Crawfords. One of them was a class mate of mine in the Cambridge High School now mate of mine in the Cambridge High School, now a Harvard man, and the other a Harvard man from New York. They intended climbing Mount Washington (on foot), and then riding to Lake George, and down the Hudson River to Albany, where they would take the train home.

The expenses of our trip, not including, of course, any little knick-knacks, which the boys bought as mementos, but the actual necessary expenses were just \$18.15, which we thought quite

moderate for the sights seen.

Should any of your readers care to try a similar trip, I should be glad to furnish any further particulars. Of course, every club is not situated as conveniently near to the mountains as we are, but it seems as if there must be some place of interest near at hand which would furnish an excuse for an

I have been writing this in the have forgotten my name, but oh, to be sure, Euno. I have been writing this in such a hurry, that I

TWO CYCLE TOURISTS.

THEIR EXPERIENCE WHILE WHEELING THROUGH SEVERAL STATES.

Eugene Sanger and Carle P. Cubberly, of the Eugene Sanger and Carle P. Cubberly, of the Somerville Cycle Club, have just returned from a successful two weeks' outing on their wheels. They started from Somerville Saturday morning, July 30, at 4:30, with Elmer J. Bliss, to wheel to New Bedford and take boat for Cottage City to attend the meet of the Massachusetts Division of the L. A. W. They arrived at New Bedford (distance sixty-three miles) in time for the boat leaving at 1:45. At Cottage City, they secured a coting at 1:45. At Cottage City they secured a cottage for the club, and open house was kept there during the week. After spending a most enjoyable week at this place they took the boat on Sunday night for Fall River and New York, spending Monday at that place and starting at eleven A. M. Tuesday from the Grand Union Hotel, wheeling through Central Park and Riverside Drive to Yonkers for dinner at the Mansion House, then continuing on through Tarrytown to Garrisons, over some fine roads.

From here they took the steam ferry to West Point, arriving just in time to view the evening dress parade and review of the cadets at the milidress parade and review of the cadets at the military academy. They took the Albany boat at noon Wednesday, arriving at Poughkeepsie at 1:30 and visited the bicycle club rooms. From there they continued their journey north, riding through Hyde Park, Staatsburg, Rhinebeck, Red Hook, Clermont to Blue Stores, where they spent the night, having ridden thirty-two miles during the afternoon.

An enjoyable incident of the afternoon was a stop made at the handsome residence of Mr. Young, where they were hailed by Miss Kitty Blair, the granddaughter of Mr. Young, and invited to refresh themselves at the "best pump on the road."

was to be had of the Hudson river and the Catskill mountains. They would advise wheelmen passing in this direction to look out for this place

and not pass by it without stopping.

Leaving Blue Stores early Thursday morning they rode to Hudson, thirteen miles, to breakfast, after which they continued on to Albany, distance thirty-five miles, which they succeeded in reaching about I o'clock, just in time to avoid a ducking from a thunder shower. Leaving wheels at Al-bany they took the train for Saratoga Springs, where they spent the night, and returned to Albany where they spent the night, and returned to Albany Friday morning. Taking train at 5 P. M., they arrived at the beautiful town of Pittsfield, the country seat of Berkshire, Mass. Starting from here the next morning they rode through Lenox and Housatonic to Great Barrington; then returning by the way of Stockbridge in the afternoon, having spent one of the most enjoyable days of their trip. The train was then taken for Worcester, from which place they rode home Sunday, dining at Bailey's, South Natick.

Messrs. Sanger and Cubberly are enthusiastic over their trip, and recommend it to cyclers anticipating a tour.—Boston Globe.

pating a tour .- Boston Globe.

A SIX-DAY TOUR.

Mr. S. L. Cromwell, of the Ilderan Bicycle Club, Mr. S. L. Cromwell, of the Ilderan Bicycle Club, and a party of friends left Brooklyn last Monday on a six days wheel. The prospectus of the tour may be valuable to intending travellers awheel.

Monday, A. M.—New York to Tarrytown, fine roads, somewhat hilly, 24¾ miles. Dinner at Tarrytown. P. M. Train to Peekskill, ride to Carricon's. fine hotel.

Garrison's; fine hotel. Spend night at Garrison's.
Tuesday.—Garrison's to Poughkeepsie; 2614
miles, good roads; dinner at P. P. M. Poughkeepsie to Rhinebeck; 163/4 miles; fine roads; level. Spend

night at R.
Wednesday.—Rhinebeck to Hudson, 26¾ miles; dinner; P. M. Hudson to Great Barrington, Thursday.—Great Barrington to Lenox, nine-

Thursday.—Great Barrington to Lenox, nineteen miles; level; dinner. P. M. Lenox to Lanesboro, twelve miles; good, level roads.
Friday.—Lanesboro to Williamstown, sixteen miles, fine road; dinner at W. P. M. Williamstown to Hoosick Falls, nineteen miles, good road. Saturday.—Hoosick Falls to Melrose; twentyone miles; fine road, level; dinner. P. M. Melrose to Albany, 16½ miles; poor for one-third, level all the way. Sunday express for Albany to New York.

LEAGUE SIGN BOARDS.

Chief Consul Bidwell has sent the following letter to the 140 consuls throughout the State:

NEW YORK, August 25, 1887.

DEAR SIR .

It is my desire to take immediate action towards having suitable guide posts erected at in-tersections of highways in this State. I enclose herewith a copy of the law bearing on the subject. This crusade must be carried on through the Consuls as they, only, can reach the Highway Commis-

First—Please send me the full name and address of the *Highway Commissioner* for your township. Second—A list of signs needed to properly cover all principal crossings in your township. Third—Please interview the Commissioner, call his attention to the law show him your list of his attention to the law, show him your list of crossings which have no guide posts, and ask him if he will see that the township comply with the

law, and erect them.

If the Commissioners all over the State show disposition to comply with the law, the State Division will undertake to supply the different townships with the signs, at actual cost, as we can get a large quantity prepared much cheaper than a few

could be made.

I trust you will give this your immediate attention, and that you can have the desired information in my hands at an early date.

The statute law of New York State in relation to

the placing and maintaining of sign boards or guide posts at highway crossings. Article 1 of Title 1 of chapter XVI of the Revised Statutes.

Sec. 12. The Commissioners of Highways of each town shall cause guide posts with proper inscriptions and devices to be erected at the intersections of all post roads in their town, and at the intersection of such other roads therein as they

may deem necessary.

Sec. 13. It shall be the duty of the Overseers of Highways of each town to maintain and keep in repair at the expense of the town, such guide posts as may have been erected by order of the commissioners within the limits of the districts for tric."

which they shall have been respectively elected or

Sec. 20. It shall be the duty of the Commissioners of Highways of each town whenever any person resident in their town, shall make complaint that any overseer of highways in such town has refused or neglected to perform any of the duties enumerated in the last preceding section, and shall give or offer to such commissioners sufficient security as to indemnify them against the costs which may be incurred in prosecuting for the penalty annexed to such refusal or neglect forthwith to prosecute such overseer for the offence complained of.

Sec. 21. If such Commissioners of Highways should refuse or neglect to prosecute for such penalty they shall in every such case, forfeit the sum of ten dollars, to be recovered by the person who shall have made such complaint and given or of-

fered such security.

ALBANY HAPPENINGS.

The Wheelmen rode to Chatham Sunday, the 7th, twenty-six miles, where they met the Berkshire Wheelmen, dining together at the Chatham House, and returning home in the evening, about

Last Sunday the run was to Round Lake, where they heard the revivalist, Sam Jones, deliver one of his characteristic sermons, and from there they rode to Troy, where the boat was taken for home, after a pleasant ride of fifty one miles.

This club is keeping up its reputation as a wheeling organization, many of its members being on long tours and Summer vacations awheel.

They will go to the Division Meet in a body by

road, and invite all intending to go to accompany them from Albany by wheel.

Joshua Reynolds, of Stockport, with his wife,

will do the run with them on a tricycle.

Any wheelmen touring through this section desiring repairs, will find Mr. James Bradley, 42 Columbia street, just off Broadway, a thorough mechanic. He is Captain of the wheelmen.

Mr. William Rathbone and mate accompanied the wheelmen to Round Lake last Sunday on a Royal Salvo tandem. Many ladies took advantage of the favorable opportunity and soun around the

of the favorable opportunity and spun around the hard roads of this noted camp-meeting grounds, thoroughly enamored of the wheel.

On September 21, the wheelmen will give their second annual Race Meeting, at which the one-mile L. A.W. championship of N.Y. State will be run, and they have secured the one-third mile track at the Richfield Athletic Grounds, on which a mile has been run under 2:40. A fine race will be the result, with such men as Rich, Powers, Kavanaugh, Burdick, Edmans, Titchener and Hersey at scratch.

TOILER.

KENTUCKY KRONICLES.

Watermelon parties at club-night gatherings are most refreshing affairs, but one club that I know of carried it a little too far, several nights ago. They fell to throwing the rinds after the feast was over, and, being present, the only thing I could do was to crawl under the bed in the room upstairs and think very deeply of the simile between the scene I had just left and Bret Harte's "Society upon the Stanislaus" where—

"The way they heaved those fossils in their anger was a sin.

Till the skull of an old mammoth caved the head of Thompson in."

The rind of an old watermelon caved in the front window, the lamps were extinguished, Len. Smith went out in the street with an ice cream bucket full of rinds to throw at the besmeared members, when a "whole" half melon hit him right on the shirt front, and just then, while a crowd of 2,000 people assembled on either side (out of range), the city police entered and quieted matters.

"And this is all I have to say of these improper games," etc.

Karl Kron does not do justice in his book to this fair State of ours.

A party of tourists came over his route last week and they didn't complain of being taken for week and they didn't complain of being taken for scissors-grinders, badly fed, walked for miles, rained on, and generally abused and mistreated. No, Prof. Kron or Col. Kron, if you would not write about things just as you happened to strike them, and never think that there are hundreds of other days when the roads would be fine and rideable, maybe people would not call you "eccentric" Messrs. Edward C. Toie and Albert M. Watcher, visited Middletown, Ohio, on the wheels, during the late unlamented hot spell.

An aged organ-grinder was lately bribed to play a concertina for an hour in the rooms and presence of the Kenton Wheel Club. Before he was through he had been offered \$6.38 to quit, and was finally forcibly ejected with great violence and speed. While flying through the air he still kept hold of the crank, and the sweet tune of "St. Patrick's Day" floated out upon the night air, and reminded the jokers, who had bribed him, that the second installment of the music money was still due and unpaid.

Mr. W. C. Verhoeff, of Louisville, Ky., passed through here some days ago, also on his way to Niagara. In fact, Niagara seems to be the mecca of the Southern tourists this year. They all go there—or at least they start for there. Whether they all get there is another matter. The sandroads of Northern Ohio and the oil-tank bespotted country of Western New York cannot afford much

genuine pleasure.

Mr. Verhoeff is an accomplished rider, bestriding a 49-in, wheel, and he prefers to ride with no brake or step, doing the vault mount on the steep-

est grades.

He also was escorted out of town by our genial Charles Hanauer.

A party of long distance tourists came through Covington last week. They were Nashville people, and had wheeled the whole distance from that

pie, and had wheeled the whole distance from that city, through Tennessee and Kentucky, and expected to go on eastwardly to Niagara Falls.

The party consisted of the following gentlemen: Ed. D. Fisher, J. C. Combs, T. C. Petrie, James Gibson, Jr. They left Nashville on July 4 and rode north to Franklin, Tenn., thence to Bowling Green, Ky., Carl City, Bear Wallow, New Haven, and Louisville. Distance to Louisville 203%

Thence they came East and South to Frankfort, Georgetown, and Covington by way of the Lexington Pike. Distance to Covington five hundred and fifty-three miles. They were escorted out of Cincinnati by Mr. Charles Hanauer, who rode north with them as far as Carthage.

They will go via Dayton, Cleveland, Erie, and Buffalo to Niagara Falls, then across the line into

Canada to Hamilton, thence to Detroit, and from there home by rail. Their riding time was to be fourteen days, and when they passed through here they were on time in proportion to the distance expected to be covered.

The Carthage Fair Association has announced the programme of its annual wheel races.

They take place on Tuesday, August 16, beginning at one o'clock P. M.

Five races will be contested, the distances being two miles, half mile, one mile, three miles, and two and a half miles.

Nice prizes will be given, and the usual good time is expected.

The Central Club, of Cincinnati, are booming their race meet celebration, which takes place

Committees on Race, Printing and Programme, Music and Decoration, Banquet, Invitation, Reception and Railroad, have been appointed, and everything points to a most magnificent occasion.

The Latonia Agricultural Association will, in a few days, announce its programme of bicycle races to be given at the monster Latonia Fair about

Great complaint is heard among League members who have ordered suits from the foreign tailor who has the contract this year. The complaint is about the fit, and not the goods.

One man says he could encase three legs like his in the pants they sent him, and another re-marks that he has not yet been able to get into

Mr. S. Wade Hampton, Jr., of Memphis, Tenn., contemplates a tour through that state and Kentucky, to his old home, Covington.

The Central Wheelmen of Cincinnati now have thirty eight members.

A number of Cincinnati wheelmen will ride to Mansfield, O., to the Ohio State Meet.

A LEAGUE VICTORY.

LEAGUE HAPPENINGS.

Information has been received by the Rights and Privileges Committee that the City "fathers" of Beatrice, Neb., have repealed the ordinance prohibiting wheelmen from using certain roads.

It will be remembered that in a test case, the District Judge of Beatrice ruled that such an ordinance was unconstitutional, and the suit against the infringing wheelmen was dismissed, whereupon the authorities determined to carry the case to the Court of Appeals. Immediately the League engaged eminent counsel to defend the case, and it was doubtless their prompt action and apparent pugnacity that causes the City "fathers" to "haul in their horns." The League is saved \$10) by this move.

LEAGUE FINANCES.

At the February meeting of the Board, the present Executive Committee will hand in a full and bona fide statement of the League's finances, which will probably prove an astonisher. The committee recently discovered other irregularities which show that when the expert accountant examined the League's books in January last, the deficiency for last year was nearly \$2,000 greater than was reported. By an oversight, \$1,000 of the cash received in 1887 was credited to the 1886 account. While it will make no real difference in the standing, it will place the work of this year's Executive Committee in a much better light.

THE ROAD'S IMPROVEMENT.

While the press is wond-ring what President Kirkpatrick is about, he is quietly working in his own way to accomplish practical work. His latest move is in the matter of road improvement, road law, etc. A letter has just been issued to the Chief Consul of each State, in which are a number of queries, the replies to which will form a valuable library or file of reference.

Some of the queries are as follows:
Has your State any system of laws, relating to
the improvement and maintenance of the high-Give full text of such laws.

Has your State any laws defining the rights of the road, which way parties are to turn when meeting other parties, etc.? Give laws in full.

Has your State laws stating penalties for careless and reckless driving? Give full text.

Has your State any laws regulating speed on the highways?

Has the State any law regarding the erection of

Has your State any law of the same tenor of the "Liberty bill" recently passed by the New York State Legislature? If not, what chance is there of passing such a law? What amount of public senticould be worked up in favor of such a

measure? Have there been any legal decisions in the courts of your State, where wheelmen were parties to the suit? If so, give such decisions in full.

All information is to be in the President's hands

by September 15.

THE REORGANIZATION COMMITTEE.

The Reorganization Committee will very probably hold its meeting at Cooperstown during the N. Y. State Camp. They are open to any suggestions as to how the League should be run. Those who have ideas on this subject should send them in at once to C. S. Luscomb, Stewart Buildier New York in the Cooperstown of the Coopersto ing, New York city.

STEVENS AND KRON.

THE PALL MALL GAZETTE'S REVIEW.

"Nowadays it seems to be the men who ago around the world who can best write about it. Jules Verne's journey, made in his own study, is inade on a bicycle, is sadly stupid and commonplace—that is, we mean, as he tells the story in his book. The ride itself is certainly, as the Pall Mall Gazette said some few months ago, 'the most splendid piece of personal adventure of this century.' It required unlimited pluck, perseverance, and energy; it gave Mr. Stevens such a chance as seldom falls to the lot of men of the present day. Had he had the incentive of a Stanley, or were he a linguist and observer like Captain Fred Burnaby, or a humorist like Mark Twain, or a story-teller like Marco Polo, the record of his ride might have had great value. Had he

us something readable. But, unfortunately, it never seems to have occurred to him that people wanted a straightforward, simple account of what he saw and did, or else a real 'shilling shocker,' and not second-rate guide-book and common school geography information, interlarded with fine writing.
The truth is that, though Mr. Stevens has admirable perseverance and pluck, he does not know how to write a book.

"On his ride he had, as he tells us in his dedicaon his fide he had, as he tells us in his dedica-tion, the unstinted financial patronage of a large cycle manufacturer, a free bicycle which he very ostensibly rode, and the free range of a whole magazine, Outing, while for three years his doings have been continuously puffed in the newspapers of the world. What has been written about however, is far more interesting than what he has written about himself. Ignorant of every foreign language, and not always knowing how to make proper use of his own, incapable of seeing character either in people or countries, even in Persia and Asia Minor, he seems to have sought the American or English Consul, the telegraph clerk, the missionary-very good men in their way, but hardly those one goes around the world to see. When he does meet any one else—for example, the Shah of Persia, who seems to have tried his best to make him break his neck-or whenever he goes into strange places-into a Kurd's tent or a that could add to the world's information, or to make an entertaining story of his own new experiences and impressions. With Mr. Higginson, who has written a preface for the book, we have nothing but admiration for the man who has so pluckily satisfied the longing 'for an adventure for his idle bravery," but we cannot agree with him in calling the reading of the narrative pleasant, probably because we have had to read it all, while Mr. Higginson says, rather unkindly, that he has read only a few specimen chapters. We confess to growing a little impatient over the fine writing, a little incredulous over some of Mr. Stevens' statements. It is difficult to believe, for instance, that a man with a long ride before him through country barren of repair shops, would allow an not only to mount his machine, but to naturally come a cropper of it. If Mr. Stevens' journey had been as rapid as that of Jules Verne's hero, we should not look for such accuracy in detail. But he gives us so many facts that our attention is called to inaccuracies, such as his reference to the measurements of French roads by yards, and to omissions such as that of any definite There is a colored lithograph for frontisroute. piece, characterless as the text. Of the other illustrations it is sufficient to say that many by Mr. Rogers make the brightest pages in the book

"Mr. Karl Kron's short description of Mr. Stevens' ride is far more readable than the elaborations of 'Around the World on a Bicycle.' It is to be regretted there are not many such readable passages in 'Ten Thousand Miles on a Bicycle,' book which has lately appeared in America. Karl Kron has not only written, but printed, published, and advertised it, and undertaken the sales, with an industry worthy of a better cause. The book to which he has devoted all this labor is dedicated "To the Memory of my Bull-Dorg," and is plentifully furnished with indexes, addenda, preface, table of contents, list of subscribers, and directory of wheelmen. Its ideal, Mr. Kron explains, is that of a 'gazetteer, a dictionary, a cy-clopædia, a thesaurus of facts,' and he kindly adds that 'it is designed less for reading than for reference.' This is fortunate, for not only would our sense of duty as reviewer have struggled uselessly against our disinclination to read all the 585,000 words of this gazetteer, dictionary, cyclopædia, and thesaurus, but we are decidedly of the same mind as the author's correspondent, who found it difficult to wade through a single page, without his eyes watering and his nerves getting out of order, and who would have enjoyed the book better had it being made into six volumes, or, better still, had it been boiled down to one of coarse print. For a man to print eight hundred pages of such small type is in our opinion criminal. It is all very well for Mr. Kron to give his suggestions to "the mob of gentlemen who write with ease," that is, the reviewers, but it would have been more to the purpose had he made it possible for them in this case to read with ease. Here we may mention that he is his own critic, as well as printer, publisher, tout, and salesman, and that he saves us the trouble of pointing out that he is a 'crank,' and that the chief significance of his book is not literary. He also con-

a man who knows what he wants and shows that he means to have it.' At the expense of watering eyes and disordered nerves we have discovered that what Mr. Karl Kron wants is to talk about himself, and almost every one of his eight hundred pages proves that in this he has been successful, book is a masterpiece of egotism. Its author tells us the most trivial facts concerning his work and himself—how many hours he gave to it, how many to proofs, the date of its conception, the date of its completion, etc. If the general public had ever before heard of Mr. Kron, if his personality were as interesting as that of an Abraham Lincoln or a Barnum, all these trivialities might be eagerly welcomed; if the chief significance of his book were only literary. if he could write about himself as Pepys, or Mrs. Carlyle could, why then again the trivialities might be welcomed. But Mr. Karl Kron's fame as a Yale graduate and a crank, to quote his own words, has not yet been us the most trivial facts concerning his work and a crank, to quote his own words, has not yet been spread abroad, and his riding is not more extensive than that of the average cyclist. The book, he says, is intended for reference, but to hardly one page have we been able to refer without reading something about the author. Moreover, as a road-book its value is questionable; if carried with one on a bicycle it would be impossible to take anything else, and we for our part prefer a change of clothes to a gazetteer, dictionary, cyclopædia, and thesaurus; it would be too much trouble to weed out Karl Kron in order to find the route; and in several cases the roads taken by Mr. Kron from one town to another are, we know from experience, the last to be recommended. We do not understand why it is that cycling should fare so badly at the hands of so many who write about it. Even those who have the greatest admiration for the sport itself might be willing, in imitation of Mr. Ruskin, to spend all their best bad language on a great part of its literature."

SUMMER DRINKS.

HINTS TO CYCLISTS.

CLARET CUP WITH SODA WATER .- This is excellent made from California wine.

BADMINTON.—A bottle of claret syrup to taste, an orange sliced, and a strip of cucumber. Strain after it is well chilled; then add a wine glass of coracoa and a syphon of soda, ice cold of course—

CIDER CUP.-Pour a quart of cider into a pitcher, slice an orange into it or three slices of lemon; syrup or not, according as the cider is sweet or syrup or not, according as the cider is sweet or sour, add a glass of sherry and one of brandy with a pint of crushed strawberries if in season, otherwise a cup of chopped pineapple and a few drops of almond flavoring. If champagne cider is used let it be iced before used. Let all stand till chilled, then strain and add a syphon of soda.— Boston Globe.

A FIRE BRIGADE TRICYCLE.—The Oxford Times, in noticing the recent fire brigade demonstrations at Oxford, says: "The tricycle fire apparatus at Oxford, says: Volunteer Fire Brigade, and Mr. J. Compton
Merryweather—formed one of the principal attractions in the procession, and was pronounced
one of the most novel features of the day. It had been ridden by road from London to Oxford in very quick time, despite the inclemency of the weather, by Messrs. F. Hale and C. T. Crowden (of Messrs. Merryweather & Sons), its total weight, fully equipped, not exceeding three cwts. The gear actually carried on this apparatus consists of one stand-pipe, one dam (forming a basket for carrying the hose, &c.), five fifty feet lengths of canvas hose, one small fire engine of a capacity of twelve gallens per minute, with suction and de-livery hose, one light portable fire escape, one jumping net, six canvas blankets, one pair hand lamps, hose wrenches, spanners, &c., &c., which form in itself a very powerful and effective fire plant. Messrs. Hale & Crowden put the machine to a good practical test on the journey down, and after partaking of tea in Potscombe on Saturday, supposed intelligence was received that a fire had broken out at Tetsworth, the next village in their line of route. A hasty departure was made, and the time occupied in the transit of two miles, the getting to work, and throwing out of water on the imaginary fire at the large schoolroom, was carried out in six-and-a-half minutes, a really remarkable performance, if the weight of the machine and the used his own eyes, and then told us in his own siderately tells us what he expects from us—namely, many other ways in which the riders were handiway what he saw with them, he might have given the sort of attention which is always bestowed upon capped be all considered."—The Cyclist.

PROSPECTUS ALBANY RACE MEET.

The Albany Wheelmen will hold a race meet at Ridgfield Park September 21.

PROGRAM.

One mile novice; three mile handicap; one-third mile one legged race, one mile, Star wheels only; five mile championship Albany and Rensselar five mile championship Albany and Rensselar Co's; one mile tricycle scrateh; one mile, L. A. W. State championship; one mile ride and run; two mile club handicap; one mile, boys under sixteen; one mile consolation. Entrance fee, fifty cents for each event, except State championship, for which the fee is \$1. Entries close September 17, with Henry Gallien, 289 Washington avenue, Albany.

The track is three laps to the mile and very fast. Handsome prizes will be given. The prize for the championship will be a diamond medal. Visitors to the New York State Camp would enjoy a day's stop-over at Albany.

stop-over at Albany.

WHEEL GOSSIP.

Burley B. Ayers will spend a short vacation in the vicinity of Gotham.

H. H. Newhall, Illinois C. C., has just returned from a six months wheel in Europe.

The Bi. News opines that Stevens' English lecturing tour will be a failure. This is very encouraging and doubtless Stevens will appreciate

The Richfie'd Springs B. C. had a run to Cooperstown., N. Y., on the 17th, at which place they met Chief Consul Bidwell, getting the lay of the land for the State meet.

W. H. Emery, of the Dorchester Club, and E. C. Klipstein, of the Missouri Club, St. Louis, were iu Gotham on Monday and Tuesday. Klipstein is on a two weeks' pleasure trip East. Saw all the sights from Bangor, Me., to Coney Island. Has enjoyed himself immensely.

enjoyed himself immensely.

CYCLES IN WAR.—The dead walls of Paris just now are extensively placarded with an appeal from the French War Minister, urging cyclists to volunteer for the Fall military manœuvres. They are not to be employed as combatants, but as messengers between the generals and their officers.

There is a "5,000 circulation" wandering about this country looking for a parent or guardian. The poor thing was cast off by the new proprietors of the Wheelmen's Gazette. Under the Ducker regime the circulation of the Gazette was advertised as 15,000, if we are not mistaken; now it has been as 15,000, if we are not mistaken; now it has been pruned down to 10,000 even.

LOUISE WILL RIDE NO MORE.—Louise Armaindo was married a few weeks since to a Mr. Burnett, a prominent real estate owner of Eau Claire, worth, it is said, some \$200,000. Mr. and Mrs. Burnett were recently at Omaha, the bride being conspicuous for her diamonds and greenbacks. Lucky Louise!

Bordeaux is the wheel capital of France. In that city the upper classes of society, the merchants, manufacturers and landed proprietors all go in for the sport. They have a club which publishes a weekly paper. In Paris, cycling has not yet caught on with upper tendom, its devotees being mere boys, or youths of the "baser sort."

The Brooklyn edition of the World of last Sunthe Brooklyn edition of the World of last Sunday contains an interesting educational article on cycling. It devotes special attention to women, and doubtless many ladies will be induced to cycle. The writer gave Charles Schwalbach and his wheel headquarters an admirable send-off, which was no more than right, since Charlie supplied the material for the article. plied the material for the article.

Messrs, DeGraff and Locke, of the Harlem Wheelmen, had a most enjoyable trip on Saturday Wheelmen, had a most enjoyable trip on Saturday and Sunday. The pair left the DeGraff mansion, 130th street, at 1:30 P. M. Saturday afteruoon. The route was up to Tarrytown, across by ferry to Nyack and up to Haverstraw, which was reached at 7 P. M. Train was taken to Newburg on account of rain. At this place Mr. Locke joined his family, and Mr. DeGraff rode on to Fultonville, to spend Sunday with his family. Sunday with his family.

What the League needs, and what it is going to have, is less centralization and stronger divisions. We do not need a stronger whole, we want stronger parts. For that reason I think Kirkpatrick will make a good President. For the same reason I am against the Wheelman's nominee, Bidwell. Bidwell is just the man at the head of the New York Division, but at the head of the League he would be altogether too strong. We want manwould be altogether too strong. We want managers and workers at the head of the divisions. All we want for President is a man to oil the machinery. Bidwell is too good a man to be put at that.—" Critic" in American Wheelman.

The details of the State Camp are being rapidly arranged by the Chief Consul and the committee. The C. C. went up to Cooperstown last week, and went over the ground. One has but to hear him raphsodize over the scenery and the lake too long to raphsodize over the scenery and the lake too long to go. Cooperstown may be reached by boat and rail, via Albany (excursion fare \$7), or by an all-rail route (excursion fare \$8). If a party of thirty-five or forty can be made up, special sleeping and baggage cars will be provided. Wheels are carried free. At the time of the year when it is proposed to hold the meet the country will be charming, and the girls will all have come back—and the ones he saw were lovely, says the C. C. There are several hotels, ranging in price from \$1 to \$3 per day, all good. Mr. Crittenden, proprietor of the Cooper House, has promised to give an informal hop to the boys.

The editor of the Bicycling News has something to say of the American Cycling Press, which we shall not take the trouble to republish. The fact that he thinks the L. A. W. Bulletin and the Wheelmen's Gazette the only American papers worth mentioning makes any reply unnecessary. The only point at which one might be offended is the statement that, "if the American wheelman is at all like his Press, his cerebral development must be lax indeed." In the same mail which brought us this copy of the Bi. News, we received a personal letter from its editor, Mr. George Lacy Hillier, in which he assured us of his kind regards, and begged an answer at our convenience, etc., and begged an answer at our convenience, etc., etc. We beg to assure the Hon. G. L. H. that we desire no further correspondence with him, and we shall esteem it an especial mark of respect and honor if he will kindly omit to call upon us, should him are the statement in the contract of the statement in the stat his present intention of visiting this country be carried out.

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

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 Rover. 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.

MR. SMILY.

DEAR SIR:—By your careful and thorough method of instruction, I have succeeded in learning to ride my bicycle in a very much shorter time than I thought possible, and without breaking my neck in the process. Considering that I am nearly forty years of age, and not accustomed to out-door sports, I think my success is quite as creditable to my teacher as to myself. Nothing that I have tried in years has given me such thorough satisfaction as the wheel. Yours truly,

CHAS. E BENTLEY.

12 W. 14th st., City.

SECOND ANNUAL RACE MEET

ON WEDNESDAY, SEPT. 21, 1887.

PROGRAM.

PROGERAM.

1-mile novice; 3-mile handicap, open; 1-3-mile onelegged race, open; 1-mile Star Wheels only; 5-mile
Championship Albany and Rensslaer Counties; 1-mile
tricycle, open; 1-mile L. A. W. New York State Championship, Diamond Medal: 1-mile ride and run, open;
2-mile Club handicap; 1-mile race for boys under 16;
1-mile consolation. Entries close to Henry Gallien,
Chairman Committee. Saturday. September 17th. Fees;
State Championship, \$1; other events, 50 cents.

LAMP CONTROLLER.

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

ADVANTAGES

ITS USE.

It secures a steady light upon the track.

It prevents lamp from going out on rough roads.

It prevents spilling of oil from the cup:

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

Ask your dealer for it, or send name of your

C. H. KOYL,

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

Springfield Roadster \$75.00 SPEEDY—EASY TO RIDE.

BEST MATERIAL—HEADERS IMPOSSIBLE.

SAFE—LOW PRICES—BEST HILL CLIMBER.

SAFEST COASTER MADE.

T. G. CONWAY COMPANY, Limited,

General Agents New York and New Jersey,

No. 20 Warren Street, New York City.

PARTNERSHIP.

Whereas, by bill of sale duly executed, acknowledged and delivered on the eleventh day of knowledged and delivered on the eleventh day of August, one thousand eight hundred and eighty-seven, the undersigned Charles Irving became the owner of all the stock and good will of the cycle business theretofore carried on by C. Herbert Diamond, under the style of "The New York Bicycle Co.," at No. 38 Park Place, in the City of New York, and a copartnership has been formed between the said Charles Irving, Lewis M. Irving, and Charles M. Irving, for the purpose of conducting the said business: ing the said business;

Now, therefore, we, Charles Irving, whose place of abode is in Peekskill, New York, Lewis M. Irving, whose place of abode is in the City and County of New York, and Charles M. Irving, whose place of abode is in the City and County of New York, do hereby certify, pursuant to an act of the Legislature of the State of New York, entitled "An Act allowing the continued use of copartnership names in certain cases," and known as Chapter 400 of the Laws of 1854, and the acts supplementary thereto and amendatory thereof, that we are the persons now and hereafter dealing under the said firm name of "The New York Bicycle Co."

Dated New York, August 23, 1887.

(s) CHARLES IRVING,(s) LEWIS M. IRVING,(s) CHARLES M. IRVING.

State of New York, City of New York, County of New York,

On the twenty-third day of August, in the year one thousand eight hundred and eighty-seven, before me personally came Charles Irving, Lewis M. Irving and Charles M. Irving, to me known, and known to me to be the individuals described in and who executed the foregoing certificate, and severally acknowledged to me that they executed

(s) RICHARD TONE PETTIT,
Notary Public (No. 18),
City and County of New York.

SPECIAL BARGAINS

No. 1.—36x54 Kangaroo, ball bearings, hollow cow-horn bars; good as new; cost \$135.00; \$65.00 No. 2.—56-inch American Club, all nickeled except rims; balls all round; excellent order; cost \$165; No. 3.—51-inch Special Star, enameled, with nickeled trimming, balls to front, silent ratchets; A. 1. order; cost \$130.00; S75.00 No. 4.—48-inch American Star, enameled, with polished parts; good order; \$35.00 No. 5.—52-inch Humber, enameled finish, balls all round, dropped bars; A. 1. order; cost \$135.00; S75.00 No. 6.—54-inch Mail, enameled, balls all round, dropped bars; fine order; cost \$125.00; S65.00 No. 7.—51-inch Rudge Light Roadster, '87 pattern, wheels enameled, balance nickeled, hollow cow-horn bars, spade handles, nickeled lamp; but little used, and good as new; cost \$150.00; No. 8.—36-inch Standard Columbia, enameled and polished; A. 1. order; S35.00 No. 10.—Two-Track Columbia Tricycle, latest pattern, ball pedals; A. 1. order; cost \$165; Sovenial pedals; A. 1. order; cost \$165; Sovenial pedals; A. 1. order; cost \$165; Month of the above, C. O. D. for the balance, with the privilege of examination. Correspondence solicited.

HARLEM 'CYCLE ₹CO.,

124th Street & 7th Avenue, New York City.

Only a Limited Number Made Every Year.

JULL DRESS STRAIGHT CUT.

Unquestionably the choicest Cigarette manufactured. Under no circumstances will the high standard of these goods be changed.
These cigarettes, although costing more than others, are well worth the difference asked, and always give the most entire satisfaction.

PACKED .- 20 CIGARETTES.

KINNEY TOBACCO CO., New York,

Successors to KINNEY BROS.

Send 15 cents for sample package.

Columbia Bicycle Shoe.



Black Leather, \$4.00; Russet Leather, \$4.5. Lightest and Best Shoe in the Market. POPE M'F'G CO., 12 Warren Street, New York.

E. R. STOCKWELL,

19 John Street, New York,

Bicycle & Athletic Badges ano Medals, SILVER AND GOLD.

At Satisfactory Prices,

WHAT IS SAID OF IT. .



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

in aiding digestion.

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

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

I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have criti-cally examined, is not only harm-less, but beneficial. R. OGD. DOREMUS, M.D., LL. D

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

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

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

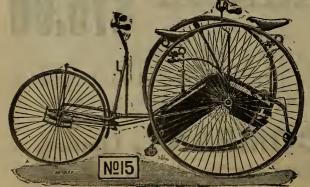
AMHERST COLLEGE GYMNASIUM DIRECTIONS.

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

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

N. Y. World.

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MANY FULLY EQUAL TO NEW AT LOW PRICES.

CALL OR SEND FOR LIST.

Specialty in Exchanging 2nd-Hand Owheels

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A New Map of the Orange Riding District,

Showing all Towns and Villages, from Milburn and Waverly on the South to Caldwell and Belleville on the North, and indicating 95 miles of Macadam roads, with best connecting thoroughfares, for touring. Size I7x22: Price 50 cents. Printed on heavy bond paper, with pocket cover, \$1.00. For sale by dealers in Newark and Orange, N. J.; or mailed postpaid on receipt of price.

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Send for large illustrated catalog of
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A NEW AND MUCH IMPROVED PATTERN OF TRIGWELL'S BALL HEAD. WARWICK HOLLOW RIMS.

NO MORE GRIP-TIRES.

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14 First Prize Medals.

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New Excelsion Cyclometer!

PRICE TEN DOLLARS.

IT REGISTERS 1000 MILES.
IT READS FROM THE SADDLE.
IT IS ACCURATE.

The finest workmanship ever put in a cyclometer. Every part is machine made and guaranteed accurate. Send for circulars.

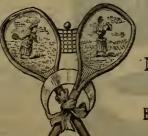
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A limited number of the No. 2 Cyclometers, which register 100 miles, will be sold at \$5.00 each, to close them out.

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GREAT BARGAINS IN SECOND-HAND WHEELS

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WHEELMEN'S RENDEZVOUS.

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

339 Court Street, Brooklyn, N. Y.

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

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

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

Andrew Graff, 339 Court st, Brooklyn, L. I.
Dear Sir—The shoes which you made me are very satisfactory and are without doubt the best I have ever seen or used.

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

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IS AN HONEST HAVANA FILLER, AND IS PRONOUNCED BY EVERYBODY A 10 CENT CIGAR FOR 5 CENTS.

Ask for it, and don't smoke cigars that are full of artificial flavor.

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Sporting Goods.

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

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Base Ball, Gymnasium, Bicycle, Athletic and all kinds of Sporting Goods.

ROBERTSON'S ELECTRIC COMPOUND

Is used by all the Prominent Athletes for removing Sprains, Soreness and Stiffness. 25 cts. per Bottle.

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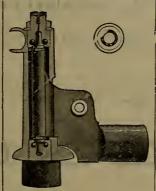
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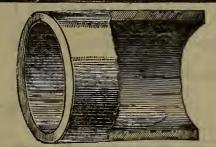
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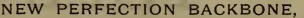


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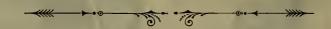
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