

THE WHEEL

A JOURNAL OF CYCLING

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[WHOLE NUMBER, 255.]

WHEEL GOSSIP.

Hartford.

Springfield.

Lynn, Mass.

Roseville, New Jersey.

That is how it will run.

Orange Wanderers, September 4th.

Harlem Wheelmen, September 11th.

Kings County Wheelmen, September 18th.

That is what we are in for in this vicinity.

Rowe rode a third of a mile, at Lynn, last Saturday, in 49s.; a 2.27 pace.

A contemporary says that "Burnham has joined the Atkins Wanderers."

Mr. Joshua Reynolds, of Stockport, N. Y., has been appointed as L. A. W. representative.

It is reported that Con Dwyer, the new Australian flyer, has ridden a mile in 2.38 2-5.

Eighty-one prizes will be offered at the Lynn Tournament, the value of which will be about \$5,000.

On August 28th Woodside will attempt to ride twenty-one miles within the hour at the Springfield track.

The Elizabeth Wheelmen had a moonlight run to Morristown and return last Saturday afternoon and evening.

A Vienna paper is published in the interests of the sewing machine and cycle trades. We spare our readers its name.

In a mile professional race, ridden at Wolverhampton, Eng., F. J. Lees rode from scratch in 2 minutes, 41 1/4 seconds.

It is suggested that the Springfield Bicycle Club give a minstrel show on one of the evenings of their tournament. Good idea.

At a race meet held at Paignton, F. S. Buckingham made safety records for two and three miles, riding in 5:52 2-5 and 8:55 2-5.

The residents of Fort Washington have petitioned the Board of Aldermen to macadamize Kingsbridge Road, from 155th to 190th streets.

Now that Jenkins is a tournament manager, he is called Frederick. When he was a humble press man, it used to be Fred.—*Bi. World*. And if the tournament is a big "go," he will doubtless call himself Frederickoo. The oo will stand for the aughts that will be added to his bank account.

The September number of *Outing* will publish an illustrated story of the "Clerical Wheelmen's Tour of 1885," from the prolific pen of Rev. Sylvanus Stall.

It is rapidly becoming a problem to find out how many Col. Popes and George Days there are in Europe. At least one of each kind sails every Saturday.

The *American Wheelman* for August is out in new dress, very much in appearance like the *Cycle*, but with the title similar to that of the *Wheelman's Gazette*.

McCurdy has had the course over which he recently rode for a twenty-four hour's record surveyed by a civil engineer, who furnishes certificates that it measured 287 miles.

Referring to the *personnel* of its staff, the *Bicycling News* says of its editor: "With Hillier as the highest representative of justice." This is a new phase of Hillier's "Me-I-and-Myself" policy.

A meeting of the Board of Officers of the N. J. L. A. W. Division was held at Newark, on Wednesday, August 14th. It was unanimously decided to abolish Rule H, and the Division recorded itself in favor of the League abandoning racing. After an exciting discussion, it was voted to sustain Dr. Beckwith in the matter of Mr. Ducker's appeal.

Morrisonville, Ill., can claim the first somnambulist who ever rode a bicycle. His name is William Forbes. Recently he arose in his sleep, dressed himself with a derby hat, and bestriding his wheel, glided through the streets of the village. A courageous watchman, who does not believe in "spooks," stopped the sleep-rider, and accompanied him homeward.

It might interest our readers to know that the editor of the *Bicycling News* still raves. The current number of the *News* contains the regular weekly installment of vituperation. Yet America and Americans still live. It is some consolation to know that our contemporaries on both sides of the water are laughing at the insufferable snob who guides the destinies of the *Bi. News*.

A telegram has been received by the Springfield club, announcing the safe arrival at San Francisco of William H. Langdown, the Australian bicyclist, who is making a journey of 16,000 miles to participate in the Springfield tournament next month. His home is in Christchurch, New Zealand, and he is the champion (?) of the little continent. His journey has been very romantic, 600 miles of it being covered on his wheel.

The Owl Cycling Club of Chicago announces a meet for September 18th, at 4 p. m., at which the following events will be decided: 1 mile novice, 2 miles open, 1 mile club handicap, 3 miles open, 1 mile handicap Chicago Bicycle Club, 1-2 mile open, 2 miles lap race, 100 yards slow race, 1 mile Owl Club road machines, and 1 mile consolation. Entries close September 1st with C. H. Munger, 210 Dearborn street Chicago.

The Queens County Agricultural Society will hold the following bicycle races in connection with its fair. Tuesday, September 21st, two mile race, open to residents of Queens County. Wednesday, September 22d, mile heats, best two in three. Thursday, September 23d, two-mile race. Races at 2 p. m.; prizes, \$10, \$7, and \$5 medals to first second and third. Entrance fee, \$1.00. Close September 11th with Jacob Hicks, Old Westbury, Queens Co., L. I.

The Bellerophon Wheelmen of Westfield, show their usual spirit and enterprise by offering to pay \$200 toward building a side-path through this State, connecting New York and Philadelphia. If several other Jersey clubs would follow their example, the question would be solved. Every wheelman in the State, as well as many of Pennsylvania and New York States, are interested. Unattached League members and all, should join in helping the enterprise, thus making one good route through the State. Others are sure to follow.—*Recreation*.

The Orange Wanderers have decided to hold a race meet at the Roseville Track on Saturday, September 4th. The following events will be contested: 2 mile championship of New Jersey, 1 mile novice, one-third mile lap race, 2 miles tandem tricycle, 3 miles lap race, 1 mile club race, 1 mile tricycle, 1 mile boy's race, 1 mile 3.16 class, 5 mile scratch race. Races commence at 3:30 p. m. Address communications to the Secretary of Race Committee, P.O. Box 233, Brick Church, N. J.

The prize for the one-mile A. C. U. championship race at the September meeting of the Connecticut Bicycle Club, is on exhibition at George M. Way's hardware store. It is in the shape of a shield, the lower layer being of scarlet plush; then comes a smaller shield of bronze upon that, with a lion at the top and two female figures at the sides—all in fine relief. Inside of this stands out in bold relief a yet smaller shield of bronze, bearing three scenes of athletic sports, one of wheelmen, another of hurdle races, and the third of a flat race.

THE WHEEL

No purchaser can afford to miss applying for the last edition of our 50-page Catalog, (printed in July,) which contains many recent testimonials regarding the Cycles, manufactured by

GORMULLY & JEFFERY,

CHICAGO, ILLINOIS.

THE AMERICAN CHAMPION.

THE AMERICAN CHALLENGE.

THE AMERICAN SAFETY.

THE AMERICAN IDEAL BICYCLE.

THE AMERICAN IDEAL TRICYCLE.

All of which are thoroughly high-grade and reliable machines, and have no superiors for use on American roads.

INDIANAPOLIS, IND., July 17, 1886.

GORMULLY & JEFFERY, CHICAGO, ILLS.

Gentlemen:—I have the pleasure to inform you that my "CHAMPION" and I have to-day covered the following distances in the following time, viz.: 20 miles in 1h. 15m. 3s.; 25 miles in 1h. 42m. 2s.; 51 miles in 3h. 52s.; straightaway, on a hilly road and with a bad head wind. Messrs. Gleason and Hutts of Tipton, Wainwright and Allen of Nobbsville, and Wilson and Huess of Greenfield, acting as timers. The hundred miles were made in 9h. 10m. I believe that these records have never been touched by a heavy rider, and you understand that the route was 50 miles long, not around a 10-mile stretch of perfect road.

Respectfully yours,

E. H. WILCOX.

THEY * WILL * ALL * BE * THERE!

ENGLAND, IRELAND, AUSTRALIA and AMERICA,

Not to Mention Canada, Holland, Scotland and the Isle of Wight.

CRACKS FROM ALL THE CORNERS OF THE EARTH

❖ IN * BATTLE * ARRAY! ❖

— AT THE —

ROSEVILLE MAMMOTH TOURNAMENT.

ROSEVILLE STATION, - - - NEWARK, N. J.

September 30, October 1 and 2.

Only 30 minutes' ride from New York and right in the Orange District, giving visitors a chance to thoroughly "Do" and be "DONE" at Gotham, and to sample the Orange roads, the "Happy Hunting Grounds" of Wheelmen. Track one-third of a mile; only 30 minutes' ride on D. L. and W. Road, from foot of Barclay or Christopher Streets.

LOOK OUT FOR THE PROGRAMME.

ADDRESS ALL COMMUNICATIONS TO

FREDERICK JENKINS, Manager, - - - Oraton Hall, Newark, N. J.



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	PER YEAR.
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The Cycle and The Wheel	- - 1.75
Bicycling World and The Wheel	- - 1.50
Century and The Wheel	- - 4.00
Harper's Weekly and The Wheel	- - 4.00

ENGLISHMEN AT THE FALL TOURNAMENTS.

The latest number of the *Cyclist* contains an editorial on the "Springfield Prospects," in which it discusses the advisability and probability of English racing men visiting America this fall. The *Cyclist* first reviews the present state of racing affairs in this country, and draws a very dark and unpleasant picture. The *Cyclist* says: "If the Springfield meeting is held under A. C. U. rules, it would mean certain suspension by the home government for any English rider to compete. If, however, the League abandons racing to the A. C. U., it would doubtless receive the recognition of the English Union, but then we are confronted by another phase of affairs." The *Cyclist* then explains that the formation of the promateur class by the A. C. U. effectually protects the genuine amateur, but as all the fast men are included in this class, it would be useless for English amateurs to travel over here, as their contests with second class riders would have no international importance. Besides all this, Englishmen have now two fast tracks, the Long Eaton and Coventry, but little, if any slower than the Springfield path.

There is much truth in what the *Cyclist* says. But the *Cyclist* seems not to take into consideration that the League has recognized the A. C. U. racing rules, and as the genuine amateur is fully protected by them, we hope the *Cyclist* will advocate their recognition by the N. C. U. Another point it overlooks is that there will be amateur races at the A. C. U. tournaments, but whether any new men will come out who can make it interesting for the Englishmen, is, just at present, a problem. Meanwhile, time flies, and nothing is being done, at least publicly, and if the tournament promoters want to get a "gate," they should give full publicity to every step taken to bring about the old regime. Might it not be

a good plan for Hartford, Springfield, Lynn and Roseville to combine, and send out an ambassador to the other side, to adjust matters, and bring over a party? Surely when the *Cyclist* don't understand the situation, everybody else has but little chance.

THE ROSEVILLE TRACK.

Last Saturday we visited the Roseville track. A journey of thirty minutes from Barclay street landed us at Roseville, which is a suburb of Newark, being but three minutes' ride by train, and twenty minutes' by horse car, from Broad street, the business portion of the city. Before tournament day, a station will be built just at the main entrance of the grounds, but at present a short walk of five minutes over roads, which gangs of men are rapidly grading, brings one to the entrance. After various rappings we were admitted to the inclosure.

The field selected was originally hilly, but some eight thousand cubic feet of earth have been removed, by an expenditure of much labor and capital, and the grounds are now perfectly level. They are situated in a sort of hollow, being surrounded by low hills, on which handsome residences have been built. In the distance may be seen the Orange Mountains. The track was just being given the finishing touches by a gang of men, under the superintendence of the manager, Frederick Jenkins. An engineer was sent to Springfield, and after thoroughly studying the shape and construction of the "record" track, he laid out the Roseville path on exactly the same lines. But the new path has one advantage; being three laps to the mile, and very round, the men never get more than a furlong away from the spectators. The path is already quite hard, and all racing men are invited to go out and try it. Kluge and Weber will shortly commence to train on it. In the matter of details, the experience with other tracks has been used, and many innovations will be made. A stout fence will be built three feet behind the curb proper, which will effectually prevent the crowd from interfering with the racing men. A commodious stand is being now fitted up, beneath which will be the manager's office, competitor's dressing rooms and member's club quarters. The press stand will be fitted to the front of the grand stand, below the level of the spectators, and only a few feet from the ground, something like a shelf, which is a great improvement over the stands provided at some tracks. The inner field will be sodded, and everything done to give the grounds an attractive appearance. Lawn tennis grounds will be laid out, and a base ball diamond will be occupied on Saturday afternoons by crack nines. Altogether the new grounds give promise of a bright future.

HELLO THERE!!!

Have you seen the programme for the races of the Hartford meet? If not, take a peep at their advertisement. The Secretary writes us that the entries are coming in quite lively, and already the names of the following cracks have been received; Howell, Sellers, Duncan, the French champion; Langsdow, of New Zealand; Rowe, Weber Burnham, Hendee, Knapp and others.

The races take place on Wednesday and Thursday, September 8th and 9th. The

journey may be made by boat, or if one cannot start till Wednesday morning, he can train it and arrive in ample time for the races. Hartford is a delightful city, containing many handsome public buildings and private residences. The State Capitol is considered the model executive building of this country, so much so that a minute description of it, with illustrations, recently appeared in *Harper's Monthly*. The track is eight miles from town. It is delightfully situated in a charming valley, and the ride to and fro is not wanting in attractions.

THE ST. LOUIS ILLUMINATED PARADE.

We have received a programme of the "Autumnal Festivities," at which the St. Louis wheelmen will introduce an illuminated wheelmen's parade, which will far out-illumine anything of the kind ever held. Let us look through the programme. The central piece of the cover gives a view of a St. Louis street. Millions of people line the curbs, entranced by a dazzling "trades" procession. The air is filled with exploding bombs, multicolored fire balloons, and other fiendish pyrotechnic devices. The streets are decorated with colored lanterns; all the while, gaily caparisoned steeds sweep by, clad in gilt and silver trappings, their riders bearing aloft banners, richly woven; the whole reminding us of some coronation pageant, such as might have been planned by the late eccentric King Ludwig. The programme tells us that the great exposition will be opened from September 8th to October 22d; nocturnal pageant of the veiled prophets; grand night parade of flambeau battalion; nocturnal parade of the League of American Wheelmen; gorgeous illuminations of the boulevards; triennial conclave of the Knights Templar of the United States, etc., etc.

Page two gives the programme in detail. Page three presents a map of all the roads which lead to St. Louis. Page four is devoted to a cut of the Exposition Building. Page five is a trades display chariot. The chariot contains the following consignment of goods: one locomotive, one farmer with scythe accompaniment; one machinist, with ornamental cog-wheel in right hand, one case of Mumm's extra dry; one box ale, XXX brand; two sheafs of wheat; two casks, contents not stated, probably milk and water; one bag of oats; one bag of feed; and one cream-laid warranted-to-last Goddess, with a hook nose, a shield in her right hand, and a combined battering-ram and battle-axe in her left. The next two pages are devoted to a highly-colored picture of the Pyramids of Egypt, and their dyspeptic-looking friend, the Sphinx.

Page eight is devoted to the Flambeau Battalion. We can only compare the scene to Lucifer's descent into the inferno; hosts of men, bearing aloft lighted flambeaux, march along; colored fires, bonfires, and other fires dazzle the surfeited eyes. Of course, on the sidewalks, the usual millions of spectators are present. And now we come to the Wheelmen's Parade. The wheelmen sweep along dressed in gorgeous green, red, blue and yellow suits; fire burns on all sides; the air is filled with pyrotechnics; triumphal arches formed of Chinese lanterns, give the scene a *tout ensemble*. Altogether it will pay any one who can spare the time to visit St. Louis, and see this flare-up in reality.

THE CLERICAL WHEELMEN.

The Rev. C. E. Cunningham of Elizabeth, N. J., writes a chatty letter to the *Journal* of that city, which we reprint.

TEMPLE GROVE, SARATOGA, }
August 9, 1886.

After a week of delightful recreation, the company of ministers who left New York City on Tuesday afternoon, August 3d, find themselves in this Mecca of fashion, invalids, tourists and rascals, and your correspondent has found his first opportunity to comply with the request of a brother wheelman, to "drop a line to the JOURNAL" upon the progress of the tour.

Few more congenial companies ever started upon the pursuit of recreation than the one which to-night laughs and jokes upon the piazza of "Temple Grove." Few have so completely realized their anticipations, and few, with the same amount of exercise, were ever in a more robust condition physically. Carlyle did not enjoy John Stuart Mill because "he could not laugh with any compass," and he loved the gentle Edward Irving because he had "a great faculty for laughter." He could not bring this charge against the happy fellows who have now traveled one hundred and fifty miles together, and who to-morrow morning will start their wheels towards Richfield and Sharon Springs. When the spirits seem to lag, the accident which met our good Episcopal brother on the afternoon of the start is recounted with renewed zest. "The *World*" pencilled "the header" which he took with faithful accuracy. Some of your readers may remember to have seen it graphically illustrated in that paper. He, however, is sound at the present writing, and hopes for yet another tour with the Clerical Wheelmen. No accident of any moment has happened except to a *star* which grew *cranky*, and refused to revolve the second day out, while the only other *star* in the company refused action the afternoon near Saratoga Lake, and for the reason, as our wit suggested, because it was ridden by a Baptist, and therefore was unwilling to pass so much water without a wait. I am sorry to be compelled to write that we are without a *star*, but it is a source of gratification to be able to say that we are so far without a scar.

Altogether we have been favored with perfect weather, beautiful roads, delightful fellowship, generous hospitality and good health, and after ample experience, we are persuaded that churches cannot do a wiser thing for their pastors, who are not too heavily cumbered with dignity and rheumatism, than to present them with the best made bicycle or tricycle. Others of our Elizabeth pastors, many of whom are now so full of spirits incident to youth, would be gladly welcomed by four hundred clerical wheelmen of America. This company owes a debt of gratitude to Rev. Sylvanus Stall, of Lancaster, Penn., the projector of this tour.

It may be of interest to some of your readers to know that we have with us Baptists, Episcopalians, Lutherans, Methodists and Presbyterians. Our Presbyterian representation trebles that of any other. Our tallest man reaches six feet and three inches, and the shortest five feet and six inches. The heaviest weighs one hundred and seventy-five pounds and the lightest one hundred and twenty-two. The oldest is forty-six years and the youngest twenty-eight.

THE EAGLE ROCK CONTEST.

Some three hundred people walked, rode, or drove to Eagle Rock, at Orange, last Saturday afternoon, to witness the hill-climbing contest promoted by the Orange Wanderers. The contest was open to all, and the enterprise of the Wanderers was rewarded by but six entries, of whom four started. The start was made at five o'clock, the contestants being dispatched a minute apart. The hill is a mile long and very steep. The contestants were: John A. Wells, Philadelphia; C. H. Chickering, Smithville; E. P. Baird, Orange, and C. L. Meyers, Jersey City. Chickering reached the top in 9 minutes; Wells second, time 12m. 20s. Baird was forced to dismount at a sudden rise near the top, and Meyers was in difficulty at the half distance. Mr. and Mrs. L. H. Johnson propelled a Humber tandem nearly to the top of the rock.

RECORD BREAKING IN ENGLAND.

On Thursday evening, July 29th, two successful "record trials" were made on the new Coventry track. A. P. Engleheart first had a shy at the mile safety record, which resulted in an English amateur record for the quarter, an English record at the half, and world's record at the three-quarters and mile. F. S. Buckingham then had a try at the mile tricycle record, but failed by 2-5 seconds, although he scored record at the three-quarters.

SAFETY.		TRICYCLE.	
$\frac{1}{4}$ mile,	.42*	$\frac{1}{4}$ mile,	.44
$\frac{1}{2}$ mile,	1.25*†	$\frac{1}{2}$ mile,	1.26 $\frac{2}{3}$
$\frac{3}{4}$ mile,	2.03*†	$\frac{3}{4}$ mile,	2.11*
1 mile,	2.45*†	1 mile,	2.54 $\frac{1}{2}$

*English record.

†World's record.

THE LYNN PROGRAMME

FIRST DAY—THURSDAY, SEPT. 23D.

One mile amateur, novice, bicycle—First prize, gold medal; second prize, gold and silver medal; third prize, silver medal.

Two mile amateur, 5.45 class bicycle—First prize, silver fruit and flower stand; second prize, silver revolving butter dish; third prize, silver bell spoon holder.

One mile open, promateur—First prize, snowflake silver embossed tea set; second prize, engraved ice water set of four pieces; third prize, a hammered Venetian gold lined cake basket.

Three mile professional, handicap—First prize, \$60; second prize, \$40; third prize, \$20.

Two mile amateur, lap tricycle—First prize, base parlor lamp, gold and oxidized; second prize, vase, gold inlaid and oxidized; third, Russian leather satchel.

Ten mile promateur lap bicycle—First prize, fine gold watch, stem winder; second prize, festoon chased tea set; third prize, gent's gold chain.

One mile amateur open bicycle—First prize, silver snowflake chased tilting water set; second prize, gold vase, silver oxidized; third prize, gent's gold chain.

Five mile professional lap bicycle—First prize, \$75; second prize, \$50; third prize, \$25.

Three mile promateur handicap bicycle—First prize, silver tilting water pitcher, gold ornamentation; second prize, clock, Persian candelabra applique; third prize, French pearl opera glasses.

SECOND DAY—FRIDAY, SEPT. 24TH.

One mile professional open bicycle—First prize, \$50; second prize, \$30; third prize, \$20.

One mile promateur, 3.05 limit, A. C. U. championship, tricycle—First prize, A. C. U. gold medal; second prize, gold medal; third prize, A. C. U. silver medal.

Ten mile amateur lap bicycle—First prize, Lynn prize cup; second prize, dessert set, coral rose glass and silver; third prize, nut bowl, silver, gold lined, oxidized.

Five mile promateur handicap bicycle—First prize, fine gold watch; second prize, epergne, engraved oxidized gold; third prize, snowflake chased ice water set, gold lined.

One mile amateur, 3.05 class, bicycle—First prize, fishing set; second prize, cake basket, gold lined and oxidized; third prize, Russian leather satchel.

Five mile professional lap, bicycle—First prize, \$75; second prize, \$50; third prize, \$25.

One mile amateur, 2.50 limit, A. C. U. championship bicycle—First prize, A. C. U. gold medal; second prize, A. C. U. gold and silver medal; third prize, A. C. U. silver medal.

Three mile promateur lap, bicycle—First prize, double-walled ice-water urn; second prize, shot gun, double barrel breach loading; third prize, silver watch.

Three mile amateur handicap, bicycle—First prize, centre piece fruit dish, crystal dishes; second prize, flower stand, cut glass gold oxidized finish; third prize, French opera glasses.

THIRD DAY—SATURDAY, SEPT. 25TH.

One mile promateur open, bicycle—First prize, Lynn prize cup, special prize for best record; second prize, base lamp, gold inlaid oxidized; third prize, diamond breast-pin.

Three mile amateur, bicycle, 9.10 class—First prize, base lamp, old silver, hammered; second prize, vase, gold finish; third prize, gent's gold ring.

Two mile professional lap, bicycle—First prize, \$50; second prize, \$39; third prize, \$20.

Three mile amateur, handicap, tricycle—First prize, photographer's outfit; second prize, silver watch; third prize, fishing set.

Five mile promateur, 15 minutes limit, A. C. U. championship, bicycle—First prize, A. C. U. gold medal, diamond setting; second prize, A. C. U. gold medal; third prize, A. C. U. gold and silver medal.

One mile amateur lap, bicycle—First prize, silver fruit dish, cut glass, gold oxidized; second prize, cigar box, silver oxidized; third prize, gold chain.

Ten mile professional lap, bicycle—First prize, \$100; \$50 extra for a record; second prize \$50; third prize, \$25.

Three mile promateur handicap, bicycle—First prize, elegant oil painting, gold frame; second prize, silver tea set, casmere band; third prize, dessert set, coral rose glass.

One mile amateur consolation, bicycle—First prize, one-half dozen silver gold ground napkin rings; second prize, silver watch; third prize, Russian leather satchel.

All events to have three prizes when there are four or more starters.

Karl Kron is after the birth-day of all League officers, for insertion in that Book.

SEPT 4. Attention Wheelmen!! **SEPT 4.**

GRAND OPENING RACE MEET

ON THE NEW FAST TRACK OF THE

New Jersey Cycling and Athletic Association,
ROSEVILLE STATION, NEWARK.

UNDER THE AUSPICES OF THE

O * R * A * N * G * E * W * A * N * D * E * R * E * R * S

BICYCLE!

TRICYCLE!

TANDEM!

11 RACES, 11.

Open to all Amateurs

2 Mile State Championship.

Elegant 1st and 2d Prizes for each Events.

ENTRANCE FEE, 50 Cents,

Entries to be made to Mr. E. P. Baird, Brick Church, N. J., before August 30th. Take trains from foot of Christopher or Barclay Streets, D. L. & W. R. R. direct to grounds. Buy excursion ticket to Roseville.

HELLO THERE!!!

HAVE YOU SEEN THE PROGRAMME OF THE RACES

OF THE

CONNECTICUT BICYCLE CLUB?

SEPTEMBER 8th and 9th.

IT IS THE BEST IN THE MARKET AND NO MISTAKE.

FIRST DAY.

AMATEUR 1 MILE, 3.10 Class.—First Prize, Gold Medal ; Second, Gold and Silver Medal ; Third, Silver Medal.

PROMATEUR 1 MILE, 2.40 Class.—First Prize, Solid Silver Brush and Comb ; Second, Rifle.

PROFESSIONAL 3 MILE.—First Prize, Cash, \$75.00 ; Second, \$50.00 ; Third, \$25.00.

PROMATEUR A. C. U. CHAMPIONSHIP.—First Prize, an Elegant Silver Shield ; Second, Gold Medal.

AMATEUR 2 MILE HANDICAP.—First Prize, Columbia Light Roadster Bicycle, Presented by the Weed Sewing Machine Co. ; Second, Diamond and Ruby Horseshoe Scarf Pin.

PROMATEUR 1 MILE TRICYCLE.—First Prize, Spider Scarf Pin, Diamond and Sapphire ; Second, Pearl Handled Revolver.

AMATEUR 3 MILE OPEN.—First Prize, Diamond Ring ; Second, Solid Silver Shoe Set in Handsome Plush Case.

PROMATEUR 10 MILE LAP RACE.—First Prize, Diamond Ring ; Second, Hall Mirror of Elegant Design.

AMATEUR 1 MILE TEAM RACE.—First Prize, Hand-some Engraving ; Second, Handsome Engraving.

SECOND DAY.

AMATEUR HARTFORD WHEEL CLUB.—First Prize, Gold Medal ; Second, Silver Medal.

PROMATEUR 1 MILE OPEN.—First Prize, Diamond Stud ; Second, Gold Watch Chain with Charm.

PROFESSIONAL 1 MILE HANDICAP.—First Prize, \$100.00 Cash ; Second, \$50.00 ; Third, \$25.00.

PROMATEUR 3 MILE TRICYCLE.—First Prize, Fine Alligator Travelling Bag, Completely Furnished ; Second, Alligator Travelling Bag.

AMATEUR 1 MILE BICYCLE.—First Prize, Shot Gun ; Second, Pearl Handled Revolver.

PROFESSIONAL 5 MILE LAP.—First Prize, \$100.00 Cash ; Second, \$50.00 ; Third, \$25.00.

AMATEUR 2 MILE TANDEM TRICYCLE.—First Prize, Two Gold-Headed Canes ; Second, Two Silver-Headed Canes.

PROMATEUR 5 MILE OPEN BICYCLE.—First Prize, Shot Gun ; Second, Fishing Set, Rod, Basket, Etc.

AMATEUR 5 MILE STATE CHAMPIONSHIP.—First Prize, Gold Medal ; Second, Silver Medal.

In the Consolation Race there will be three prizes in keeping with the above list.

Over \$2,000 has been expended in getting up the above list, and all the prizes are of the very best order.

ENTRANCE FEES, \$1.00 FOR EACH EVENT, EXCEPT PROFESSIONALS.

Charter Oak Park has been greatly improved during the past year, and is now faster than ever.

Address for Blanks, **GEO. H. BURT**, Box 414, Hartford, Conn.

WHAT GOES ON.

Club life in the metropolis is dull in the extreme. Nothing seems to thrive under the present quietude but the "sitters," who are, for the time being, monarchs of all they survey, or can get their hands on, especially the latter. The melodious tinkle of the chestnut chime is all that relieves the monotonous hum of "back numbered" conversation. September will bring back the missing ones, and clubdom will resume its wonted gaiety.

Dr. N. M. Beckwith and Mr. Knight L. Clapp have in the Citizens Club House, a suit of bachelor apartments unequalled for artistic surroundings and furnishings. Speaking of this, the Doctor's Rosa Perfectas, and that liquid we are warned to look not upon when it is red, are in thorough keeping with the rest of the surroundings, and Doctor is no allopath in his treatment of visitors. I know how many of you have been wanting to call on Doctor for some time, and who will, after reading the above, rush up to see him, so I will save you trouble and car-fare by calling your attention to the fact that he is away on a vacation, so just send your regards by mail.

I am asked if I do not think Bassett is the Jack Falstaff of cycledom. Certainly he is not. He is the Apollo Belvidere.

Since Princess Beatrice's marriage she has ceased riding a tricycle, an accomplishment she was exceedingly fond of. In consequence of not riding, she has grown excessively stout, like unto her mother, Queen Victoria, and the doctors have advised her to at once resume this wholesome and excellent exercise. Here is a chance for Ducker. Why don't he get up a special race for the married daughters of Europe's effete monarchies, and let them decrease weight, while at the same time they win glory and britania metal? As a few more classes won't be noticed in the A. C. U., I would suggest that he add this and call it the *pro-maternal*.

The Ixions will, this winter, devote much attention to their indoor amusement and welfare. A newly fitted up billiard room will be followed by a tournament for the knights of the cue. The chess fiends will also contest for prizes among themselves. The orchestra will, as usual, be made a prominent feature of entertainment. So much for the members, but now for their friends of the fair sex. Receptions will be held each month during the season, between which will occur the usual ladies' night at the club house. This gives quite a bill of gaiety for the winter season.

No club in America seems to take so close and so intelligent an interest in the legal and other welfare of wheelmen at large as does the New York Club, which is much to their credit.

The youngest of the cycling club family here, the Harlem Wheelmen, seem bent on getting to the front, if push and energy will put them there. This time they essay a race meet, and give you a concert by the 7th Regiment band, all for 50 cents. The date is the 11th prox., and the place the Manhattan grounds.

Mr. W. C. Herring, of the Ixions, is riding from New York to Cleveland. He will get there, perhaps.

FRANK ALLOY EGAN.

SPOKES.

John S. Prince and T. W. Eck are racing out in Arkansas.

The Kings County Wheelmen now have eighty-seven members.

In the advertisement of an English firm appears the following: "All the World's a track, And all men and women merely riders." Shakspeare. (Slightly altered.)

The annual business meeting of the New York State Division will be held at the Genesee Hotel, Buffalo, on September 3d, at 7.30 p. m.

The Harlem Wheelmen have got out a very pretty card of their race meet. The affair will doubtless be very enjoyable, as Cappa's Seventh Regiment Band has been engaged for the occasion.

Mr. G. R. Bidwell will shortly make some radical changes in his bicycle headquarters, in the Citizens' old building, which will give him more room and conveniences than he has at present.

On Thursday morning Messrs. E. P. Baird, C. E. Stenken, C. L. Meyers, and W. S. Hoag will have a friendly match race over the Irvington-Milburn course. In the Orange Wanderers' race it will be remembered that the last three were thrown by the careless riding of one of the competitors, and the object of this race is to find out which of them is really the best men. Mr. Baird's consent to afford them another opportunity to meet him smacks of true sportsmanship.

The Kings County Wheelmen have announced the following programme for their fourth annual meet, which will take place at the Brooklyn A. C. grounds, on September 18th, at 3.45 p. m.: 1 mile novice, K. C. W.; 1 mile novice, open; 1 mile lap race, open; 2 mile team race, open, four members to each club; 2 miles handicap; 3 miles handicap; 5 miles scratch; 1 mile consolation. Entrance fee, 50 cents to each event. Close September 11th with Chas. Schwalbach, 124 Penn street, Brooklyn.

The Albany Wheelmen will hold a tournament on Saturday, August 28th, at the Ridgfield three-lap track. The following programme has been announced: 1 mile open; 1 mile novice, open; 2 miles team race, first heat; 5 miles open; 1 mile club championship: 1 mile, "Star" wheels; team race, second heat; 1 mile time race—3.40 open; 5 miles club handicap; 1 lap one-legged race open; 1 lap consolation. Races commence at 3 p. m. Entrance fee, 50 cents for each event. Close August 25th with Captain H. E. Hawley, 39 No. Pearl street, Albany, N. Y.

I do not remember when anything produced so startling an effect on me as the announcement of Major Durell's death, last week, but a few hours after the sad event had actually occurred. The afternoon before I had had a long discussion with him regarding mutual business interests, and to think that so few hours had placed him beyond the reach of mankind seemed almost incredible, and it took a manifest effort of my mind to bring it to a realizing sense of the fact. I have known Billy in the East and have known him well, and I never knew a fellow who had a better heart, a more honest grip, or a braver spirit. And to that

a generosity that was never retarded by any self interest, and you have a very good nutshell of Billy's characteristics. As a business man, too, he invariably displayed the good judgment necessary to success, and the many positions he occupied in his business career were always honorably filled. He is gone, however, and very likely we shall hear little of him in our busy life to come, but among his friends he will be mourned by many for his great, good heart, and noble, manly qualities. — VERAX in *Sporting Journal*.

Woodside, the bicyclist, appeared yesterday on Hampden park for his first practice spin, using a new 58½ inch Columbia racer. He has several makes of wheels in his possession, but has not pledged himself to any. He says the track is in splendid condition, better than last year during the tournament. Kluge, the fast Star machine rider, who did big things for a beginner here last Fall, came yesterday with his trainer, Wallace. Langdown is expected to-morrow. The track now has first-class men in all the three A. C. U. classes,—professionals, promateurs and amateurs, in practice, and all will probably be brought out at the tournament junior, announced for Saturday of next week. It is proposed to charge 25 cents admission. The events will be as follows: Five mile race, W. J. Morgan against a horse; one mile promateur race, best two in three heats; half-mile amateur boys' race, best two in three heats, for a medal; mile exhibition handicap, by Woodside and Morgan; and Woodside's hour ride to cover 21 miles. Woodside is looking remarkably well, and weighs 172 pounds, six pounds less than when he rode in the tournament last year. The A. C. U. is expected to name certain promateurs who will be allowed to set the pace for Woodside's long ride, and altogether the day is likely to bring very interesting sport for wheelmen and draw a large crowd.—*Springfield Republican*.

Bicycle versus Tricycle—A writer in the *C. T. C. Gazette* sums up the comparative disadvantages of two and three wheels:

Bicycle.—(1.) The grossly exaggerated danger of croppers (have only experienced one in 12,000 miles, and that through wanton recklessness). (2.) Limited luggage carrying capabilities (never experienced any trouble in this respect, but put it down, as I know it is one of the standard objections). (3.) Rider feels the wind more from his elevated position (I must qualify this by stating that on most roads he is better able to hug the hedges).

Tricycle.—(1.) Danger of "side falls" in turning corners. (2.) Side shake—very prejudicial to easy riding. (3.) The manifold disadvantages inseparable from a two or three track. (4.) Unrideable on many roads a bicycle can pass. (5.) Much slower than the bicycle. (6.) Next to immovable on heavy roads. (7.) Complicated, and more liable to get out of order. (8.) Heavy and awkward to push up hill. (9.) Sudden dismount impossible at speed (my machine has a loop-frame F. S. This objection is surmounted in the case of "Humbers"). (10.) Frequently had great difficulty in finding stabling for machine. (11.) Rider gets much more dirty, and can't see over many hedges. (12.) The greatest and most vulnerable defect—the absence of that "entrancing and irresistible rhythm of movement" peculiar to the bicycle.

THE WHEEL.

FOURTH ANNUAL Fall Race Meeting

OF THE
KING'S COUNTY WHEELMEN.

Saturday, Sept. 18, 1886,

3:45 P. M.

AT THE BROOKLYN A. C. GROUNDS.
(DeKalb & Classon Aves., Brooklyn, N.Y.)

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

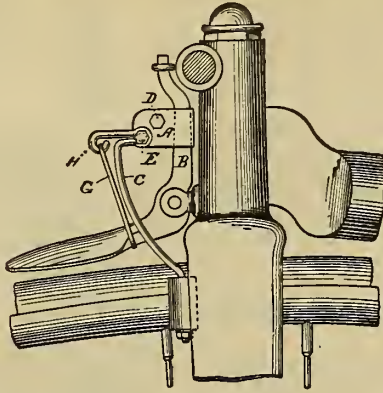
EVENTS:

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

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

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

Foote's Anti-Header.



Attached to any modern Bicycle in two minutes.
Prevents nine-tenths of the "headers." Steadies
the Bicycle. Makes pedal mount easy.

\$1.50, Post Paid.

OVERMAN WHEEL CO.,
—Boston.—

FOR SALE, EXCHANGE, WANTS.

R	UDGE RACERS.	Attention Racing Men.
1	53 Rudge Racer, used twice, - -	\$90.00
1	54 " " three times, - -	90.00
1	55 " " never ridden, - -	90.00
1	57 " " " " " " " " " " " "	90.00

Saddle on backbone, and all latest improvements. Ap-
ply early.

STODDARD, LOVERING & CO.,

152 to 158 Congress St., Boston.

BARGAINS!!

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

McCOY & WILLIAMS,

SOLE AGENTS FOR THE

SPARKBROOK

TANDEMS.

(HUMBER TYPE.)

Which are unsurpassed in ease of propulsion, strength,
lightness and finish. Send for Catalogue.

373 Main St., Orange.

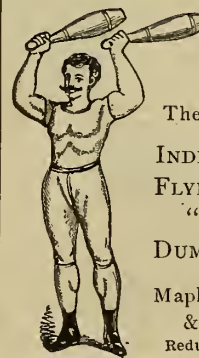
McCOY & WILLIAMS,

Largest American Manufacturers of 'Cycle Saddles
and Tool Bags.

24 & 26 Mechanic St. Newark, N. J.



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



BORNSTEIN,

King of Clubs!

The Only Man in the City who sells

INDIAN CLUBS, any size, \$1 per pr

FLYING TRAPEZE, " \$1 each.

" RINGS, " \$1 pr pair

DUMB BELLS, any weight, 5c. pr lb

Maple Wood Dumb Bells, Wands,

&c. for Calisthenic Exercises.

Reduction made to Schools & Gymnasiums.

Salesroom, 17 Ann Street, New York

GEO. R. BIDWELL,

313 W. 58th Street, NEW YORK.

Near 8th Ave. and Entrance to Central Park.

Sole Agent,

NEW YORK CITY AND VICINITY, FOR

THE RUDGE Bicycles * and * Tricycles.

COLUMBIA CYCLES

ALWAYS IN STOCK.

American and English Sundries.

GOODS SOLD ON INSTALLMENT PLAN.

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

I sell Rudge and Columbia bicycles and tricycles on easy terms.
I have the most complete and varied stock of wheels and sundries in
the city; showing six of the leading makes—**ALL WINNERS.**

Purchasers taught to ride free.
I have a well equipped repair shop and guarantee my work and
prices.

Send for my catalogues, terms, etc.

MY INSTALLMENT PLAN.

Realizing that the price of a bicycle or tricycle
deters many from purchasing, I have adopted this
system, and am prepared to sell to those who can
furnish me with satisfactory references, *any bicycle*
or *tricycle* from my stock on this plan. Many ar-
guments can be made for and against this system
of purchasing; but my previous experience, and I
believe that of my customers, proves that it is en-
tirely satisfactory, and enables many to own a wheel
who could not otherwise do so. I do not charge
an exorbitant price on this system, but merely an
advance over the cash price of enough to cover in-
terest and cost of transacting the business.
Neither do I require chattel mortgages on personal
property, endorsed notes, or a guarantee from real
estate holders to secure me. I have made my plan
of selling in this way as simple as possible, and
only desire to know that my customer is honest,
and will deal with me in a business-like manner.
I shall be pleased to send my circular and terms
on application to any part of the country.

GEO. R. BIDWELL,

No. 313 West 58th St., New York.

MISCELLANEOUS.

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

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

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

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

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

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



EASY PAYMENTS.

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

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

THE
First Annual
RACE MEETING
OF THE
Harlem Wheelmen

SATURDAY, SEPT. 11, 1886.

AT THE
Manhattan Athletic Club Grounds,
(8th Ave. & 86th St., N. Y. City.)

AT 3:30 P. M.

- ¼ mile One legged.
- ½ mile Without hands.
- 1 mile Novice.
- 1 mile 3.10 class.
- 1 mile Club Championship, (Morrisania Wheelmen.
- 1 mile Club Championship, (Harlem Wheelmen.
- 3 miles State Championship.
- 2 miles Handicap.
- 2 miles Team race, (4 men).
- 2 miles Lap race.
- 1 mile Consolation.

EIGHT OPEN EVENTS.

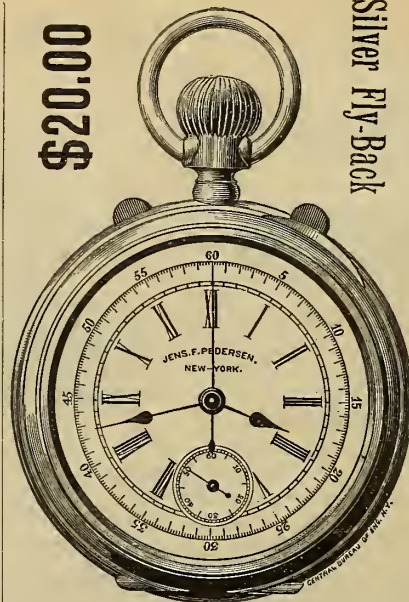
Entries close Sept. 4th, with F. L. Bingham, 49 Rose Street, N. Y. City.

BICYCLE
MEDALS.
ATHLETIC
MEDALS.

LAWN TENNIS.
MEDALS.
CLUB * BADGES.

Jens. F. Pedersen,
MANUF'G JEWELER.
1½ MAIDEN LANE,
— N. Y. —
MAKER OF THE L. A. W.
Championship Medals.

\$20.00



Silver Fly-Back

TWENTY DOLLARS!

For the latest, lowest priced and one of the best

CHRONOGRAPH
WATCHES. *

IN THE MARKET.

Silver, Open Face Stem Winder and Stem Setter.

START, STOP and FLY-BACK.

Accurate and Guaranteed by

JENS. * F. * PEDERSEN,

Importer of Watches.

1½ MAIDEN LANE,
NEW YORK.

TRY OUR
**For Sale,
Exchange
and Wants**

COLUMN.

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

SPRINGFIELD.

FIFTH
GRAND * INTERNATIONAL
TOURNAMENT

OF THE
SPRINGFIELD BICYCLE CLUB.

ON THE FAMOUS
Hampden Park, Springfield, Mass., U.S.A.
SEPTEMBER, 14, 15, 16, AND 17, 1886.

GRAND RACE
FOR THE
World's Championship.



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

ILLUSTRATED.

Commenced in Texas Siftings,

JULY 3d, 1886.

FOR SALE BY ALL NEWSDEALERS

BACK NUMBERS CAN BE OBTAINED FROM
THE TEXAS SIFTINGS PUB. CO.

240 BROADWAY,

— NEW YORK. —

NEW YORK TO SARATOGA.

VIA EAST BRANCH OF HUDSON RIVER.

A member of the Citizens Club gives the following report of a trip between New York and Saratoga :

Left club house at 6 a. m.; breakfasted at Getty House, Yonkers (75 cts.); thence to Tarrytown, reaching there at 8.40, intending to take Day Line boat to Poughkeepsie. The ferry boat which goes out to meet the up boat leaves Tarrytown at 10.30, and Nyack about 9.30. The road from Tarrytown through Sing Sing, Peekskill and Fishkill is sandy and not even decent riding, except early in the season or after rains. By taking the boat up this is avoided, the prettiest part of the Hudson is seen from the steamer, and a comfortable dinner may be had on board for about \$1.00. The fare is 75 cents with no charge for the wheel. Poughkeepsie landing is reached at 1.30 p. m. Red Hook was reached at 5 p. m., and at the Red Hook House a good supper can be had. After supper I went on to Blue Stone, where I stopped all night, for a tax of 80 cents for lodging and breakfast. From Blue Stone to Hudson the road books direct you to take the road to the left and go toward the river, but I am informed that the road via Johnson, though about a mile further, is much better and not so hilly. At Hudson do not go clear into the city, but when the little green square is reached, turn to the right, and after passing the foundry turn to the left, where a fair road runs straight ahead. At Stockport be sure and call on Joshua Reynolds, the L. A. W. representative, who is a clever fellow. After leaving Stockport a big descent is made (don't coast it) to the bottom of the hollow, where it is well worth while getting off to see the Falls. After a stiff climb, the road brings you to Stuyvesant Falls, and when the hotel is reached, take the road to the right. It is a fine ride from here into Kinderhook, where a good dinner can be had at Bradley's L. A. W. House.*

From Kinderhook on, the road is average poor, stones in it make it jolty; still it is good in patches, and is a beautiful ride in full view of the mountains on the west side of the river. Going into Albany, there is some fine coasting after the first bridge is crossed. The Kenmore is not *a la carte* so unless you are fortunate enough to arrive at meal times, go to Best & McGrath's, at No. 106 Pearl street, which is a very fair restaurant. Unless intending to stop at Albany proper, don't leave Broadway, but as soon as you reach it, coming in, follow it right along north to Riverdale (or Riverside) and Port Schuyler, where there is a very good hotel, the Collins House.

The road from Albany to Port Schuyler was in a fearful state when I went over it (in the rain), but I don't think it ever is, or ever can be good, unless they take up the cobblestones. Stopped all night at Port Schuyler, during which time it rained heavily. Next morning rode to Mechanicville over the muddy roads; presume they might be sandy or clayey in dry weather. From Mechanicville on the road is better, though hilly. At Round Lake don't take the road to East Line, it is longer and poorer; but unless you want to go to Round Lake proper, (where

there is nothing but a camp meeting ground to look at) take the middle road down the hill, and up by a church to Dunning street, where an excellent dinner can be had. Thence a mile into Saratoga. On the ride back, I made the distance in half the time, as the roads were much better than on the up journey. It is a very fine ride, one chain of hills after another being uncovered. At Mechanicville, stop either at the Saratoga House, or at the Ellsworth House, near the depot; dinner 50 cents

A MILE IN TWO MINUTES.

"An Illinois man," says a contemporary, "has invented an invention, the application of which to a bicycle will enable a man to ride a mile in two minutes." Were this man more truthful and less modest, he would guarantee his attachment to bolt his patrons into Kingdom Come in two minutes or better. Think of scudding along at a hair-cutting two-minute-or-better gait. The telegraph poles make a solid fence; a band of boarding school females out for a promenade resolves itself into an aggregate of femininity of amazonic proportions, and perfectly horrible to look upon. Suddenly you strike something—and your will is offered for probate within a week. Your affectionate relatives hire a corps of miners and sappers, but they look in vain for enough of you to give an undertaker a job. Finally they conclude to buy an acre of land around the spot, where the furrowed and corrugated macadam tells them you met your fate, and under a weeping willow—we must lug in a tearful willow somehow—they erect a tall monument like this. Note the basso-relievo, after Mike Angelo.



NEW YORK TO LAKE HOPATCONG AND GREENWOOD LAKE.

Take train to Market St. Station, Newark, via the D., L. & W. train from Christopher or Barclay streets. Fare 25 cents; no charge for wheel. Ride out Broad street to Bloomfield avenue. Bad riding on cobblestone pavement. After turning left to Bloomfield avenue, macadam is reached, and it lasts through Bloomfield, Montclair, Verona, Caldwell, and Franklin. Here turn left to Pine Brook, over a sandy road; turn up Fox's hill—bad—to Parsippany, and on to Den-

ville (Denville Hotel, dinner 50 cents); then on through Rockaway, over a good road to Dover. It is poor and hilly riding from Dover to the foot of Mount Hope, on the top of which Lake Hopatcong is situated. The road up the mountain is, however, a very good one—not rideable, of course, but free from stones and grades. At the top turn right to the Mount Arlington Hotel. Just before reaching hotel, on the left of the road is Mount Arthur. Leave machine at hotel, and a short climb to the top will afford a capital view of the lake. The lake is about eleven miles long, and some of the coves contain almost as much water as does the body of the lake itself. The distances are given in Route 14 of the Pa. and N. J. Road Book, edition of 1885.

After leaving Mount Arlington take road north past the first white house, then turn left up a wood road, and then down Mount Hope to the Berkeley Valley Hotel, about 8 miles, then follow the valley along through Upper and Lower Longwood to Petersburg. The road is rolling, but fine all the way. At Petersburg turn to the right up the ridge. The hill is a long one, but well graded and easily rideable. Don't take the Road Book's advice and go to Milton and Oak Ridge; it is longer, has more hills and is not so pretty a route. The road is good to New Foundland, and from there through Pottsville to West Milford. Don't offend the inhabitants by asking them where these last towns are. At Milford take the left fork to Greenwood Lake; it is a little longer, but the road is better.

From Greenwood Lake, Brown's Hotel, go to Hewitt's, ten miles. After passing under the railroad, just before reaching Hewitt's, turn right to Ringwood, or if you wish to pass through the town, take the left fork. The road from Hewitt's to Ringwood is over mountains, and much of it must be walked, but it is shady in summer. Distance to Ringwood, 6½ miles. Then on to Sloatsburg, 6 miles, where the turnpike is reached, which leads directly into Sufferns, about five miles of good riding.

PROGRAMME OF THE LYNN TOUR-NAMEMENT.

FIRST DAY, SEPT. 23D.

One mile novice,	Amateur
Two mile 5.45 class,	Amateur
One mile open,	Promateur
Three mile handicap,	Professional
Two mile tricycle lap,	Amateur
Ten mile lap,	Promateur
One mile open,	Amateur
Five mile lap,	Professional
Three mile handicap,	Promateur

SECOND DAY, SEPT. 24TH.

One mile open,	Professional
One mile tricycle, 3.05 limit, A. C. U.,	Promateur
Ten mile lap,	Amateur
Five mile handicap,	Promateur
One mile 2.50 class,	Amateur
Five mile lap,	Professional
One mile, A. C. U., 2.50 limit,	Amateur
Three mile lap,	Promateur
Three mile handicap,	Amateur

THIRD DAY, SEPT. 25TH.

One mile, special for world's record,	Promateur
Three mile, 9.10 class,	Amateur
Two mile lap,	Professional
Three mile tricycle,	Amateur
Five mile, A. C. U., 15 minute limit,	Promateur
One mile lap,	Amateur
Ten mile open,	Professional
Three mile handicap,	Promateur
One mile consolation,	Amateur

*The Pennsylvania and New York Road Book places Bradley's in Stuyvesant Falls, which is an error.

THE ORANGE WANDERERS' MEET.

On Saturday, September 4th, the Orange Wanderers will give an Opening Race Meet, on the new Roseville Track, which may be reached *via* the D. L. & W. R. R., foot of Barclay or Christopher Sts.

The following is the programme :

1. 2 Mile Bicycle Championship of N. J.
2. 1 Mile Novice.
3. $\frac{1}{2}$ Mile Dash.
4. 2 Mile Tandem Tricycle.
5. 5 Mile Scratch Race.
6. 1 Mile O. W. Club Race.
7. $\frac{1}{2}$ Mile Dash for boys under 16.
8. 1 Mile Tricycle Championship of N. J.
9. 1 Mile 3.10 Class.
10. 3 Mile Lap Race.
11. 1 Mile Consolation.

Races under L. A. W. rules, and open to all L. A. W. members, excepting boys race, entries to which is 25 cents; close at the gate. Entrance fee 50 cents. Entries close Monday, August 30th, with E. P. Baird, Secretary Committee, Brick Church, N. J.

The Orange Wanderers Race Meet Committee is composed of L. H. Porter, Chairman; E. P. Baird, Secretary; Dr. R. M. Sanger; Dr. T. N. Gray, and H. H. Wells. The committee is exerting itself to the utmost to attain a grand success. An advertising sheet containing a list of events and some descriptive matter will be distributed on the D. L. & W. trains. The local newspapers are kept well supplied with notes of interest, and no stone will be left unturned that will contribute to the success of the meet. Elegant prizes will be given the winners of each event, and in most of the races, suitable prizes will be given the second men. By Sept. 4th the Roseville track is expected to be in fine condition, and some very fast riding may be expected.

SECRETARY COMMITTEE.

THE PITTSFIELD MEET.

PROGRAMME FOR THE BICYCLE TOURNAMENT.

The Berkshire County Wheelmen are getting into shape the details of their fourth annual tournament, September 10th and 11th, and at Monday night's meeting these appointments were made by the committees: Referee, Abbott Bassett, of Boston; Judges, Gerry Jones, of Binghamton, Gideon Haynes, Jr., of Boston, A. L. Atkins, of Boston; Timers, D. E. Miller and C. E. Whipple of Springfield, and A. H. Scattergood, of Albany; Clerk of the Course, W. S. Kells, of Pittsfield; Starter, H. S. Wollison, of Pittsfield; Scorers; W. L. Gardiner, of Troy, D. T. Johnson, of North Adams, E. H. Kennedy, of Pittsfield, Charles Schwalbach, of Brooklyn. The Committee have engaged the Germania Band for two days, and there will be a concert the first evening, besides other entertainments.

PROGRAMME.

FIRST DAY, TUESDAY, SEPTEMBER 10TH.

- One mile novice; first prize, gold medal; second, silver medal.
- Three-mile, Berkshire County championship; gold medal.
- One mile invitation, first prize, an engraving; second, a pair of vases.
- Five mile professional; first, \$50 in cash; second, \$30 in cash.
- Half-mile open race; first prize, \$15 lamp; second, pair of opera-glasses.
- Two-mile invitation; first, gold watch chain; second, gold headed cane.
- Three-mile race, Berkshire County Wheelmen; \$15 medal.

Five-mile handicap race; first, \$30 china teaset; second, \$20 silver ice pitcher; third, \$10 plain gold ring.

SECOND DAY, SATURDAY, SEPTEMBER 11TH.

- One and one-half mile invitation; first, \$15 cherry table; second, \$10 gold-headed silk umbrella.
- Three-mile professional; \$20 in cash.
- Two-mile open race; first, \$20 French clock; second, \$10 dressing case.
- Five mile handicap invitation; first, \$30 watch, second, \$20 rifle; third, \$10 piece of statuary.
- One mile, three-minute class; first, \$15 gold medal; second, \$10 gold medal.
- One-mile professional; first \$30 in cash; second, \$15 in cash.
- Three-mile record, invitation; first \$25 engraving; second, \$15 field glasses.
- Five-mile record, open; first, \$30 watch; second, \$20 arm chair; third, \$10 French plate mirror.
- One-mile consolation race for a \$10 stop-watch.

The Ilderan Bicycle Club will hold a twenty-five miles road race for the club championship, on Saturday, September 11th. Gold medals will be given to first and second. The first six men home will constitute the team to represent the club in the N. Y. and N. J. Inter-Club Fall contest.

Con Dwyer, the Australian flyer, is credited with lowering the twenty-five miles record to 1h. 15m. 12-5s., on July 10th.

The first of the Overman Company's new style tricycles was finished last Tuesday and shipped to the company's office in Boston. In general make-up the new machine is not unlike the old-fashioned velocipedes. The rider sits on a saddle directly between the forward and hind wheels and pumps down. The handle-bar is similar to the ordinary bicycle bar and slopes from the forward wheel. Great things are expected for the new machine.

CHEAP TRANSPORTATION TO BUFFALO.

The arrangements for the New York State Division Meet, to be held at Buffalo, on September 3d and 4th, are progressing rapidly, and the Buffalonians expect fully as large a crowd as attended the League meet. The dates are well selected to permit a visit to Buffalo on Friday and Saturday, thus allowing a return in good season.

Arrangements have been made with the West Shore, New York Central, Erie, and Delaware, Lackawanna and Western Rail roads to transport League men to Buffalo at reduced rates. By addressing George R. Bidwell, No. 313 W. 58th street, Chief Consul of the Division, a certificate may be obtained, upon presentation of which a reduction of twenty-five per cent. may be obtained. The tourist must pay the full price for the first half of the journey, but a return ticket may be bought at half price. Thus the fare from New York City is \$18, but by use of the certificate an excursion ticket may be bought for \$13.50. It is proposed to concentrate all travel passing through New York on the West Shore road. This road has always been careful of the rights of wheelmen, and its officials courteous to wheelmen using its roads. The route is very beautiful, passing for many miles along the west bank of the Hudson, and through the most admirable part of the State. If enough passengers can be obtained, a special train will probably be chartered, which will take on parties at Albany, Rochester, Syracuse and other places. The details will shortly be published.

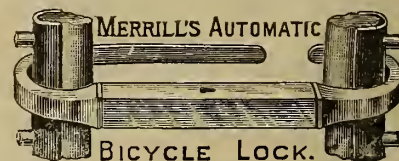
Messrs. Theodore Goetz & Co. of Grand Street, this city, report large sales of their Club and Columbia hose. Besides various cycling specialties, this firm has a large line of first class gentlemen's furnishings, etc.

The Lynn Cycle Track Association will make a temporary addition to the grand stand, increasing the seating capacity to 2,500.

John C. Gulick, of New York, is thus early mentioned as a successor to President Beckwith. In the event of Dr. Beckwith's resignation, or anything else which may cause a vacancy in the office, we nominate for President of the League of American Wheelmen, Charles G. Huntington, of Hartford, Conn., Chief Consul of the Connecticut Division, L. A. W. Mr. Huntington would honor the office and the League. He is level-headed, has grit and backbone, and would have the respect and confidence of all the members. Besides, New York has held the office long enough. Give the rest of country a chance. Who seconds our nomination?—*Springfield Union*.

FIXTURES.

- AUGUST 24.—Scranton Bi. Club, annual tournament.
- AUGUST 26, 27, 28.—Cleveland Bi. Club's race meet.
- AUGUST 28.—Annual meet and races of N. J. Division, at Millville.
- AUGUST 28.—Annual race meet of Albany Wheelmen.
- SEPT. 3-4.—N. Y. State Division meet and races at Buffalo.
- SEPT. 4.—Race meet of Orange Wanderers, at Roseville Track.
- SEPT. 6.—Grand tour of the L. A. W., from Niagara Falls and Buffalo, through central New York, Virginia, and the Shenandoah Valley, winding up at Harper's Ferry September 18th. Entries now received by the "Marshals."
- SEPT. 8-9.—Connecticut Bi. Club, annual race meet at Hartford, Conn.
- SEPT. 6-16.—L. A. W. tour from Rochester to Harper's Ferry.
- SEPT. 10-11.—Berkshire Co. Wheelmen's tournament at Pittsfield, Mass.
- SEPT. 11.—Race meet of Harlem Wheelmen at Manhattan Athletic Club Grounds, N. Y. City.
- SEPT. 14, 15, 16, 17.—Springfield Tournament.
- SEPT. 18.—Fall Meet of Kings County Wheelmen.
- SEPT. 21, 22, 23.—Races at Junction City, Kansas.
- SEPT. 23, 24, 25.—Lynn Tournament.
- SEPT. 30, OCT. 1, 2.—Roseville, N. J., three days meet.
- OCT. 1.—Wheelmen's Illuminated Parade at St. Louis.
- OCT. 1-3.—L. A. W. interstate meet at St. Louis.

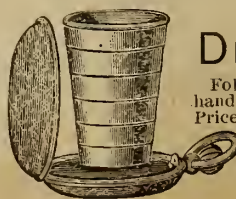


For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2 1-2 ounces, and length only 4 inches.

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

Can be had of any dealer in bicycles, or sent post-paid on receipt of \$1.00.

MARLIN FIRE ARMS CO., New Haven, Conn.



POCKET Drinking Cup.

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

Greghill Mfg. Co., Meriden, Conn.



"Home Exerciser"

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

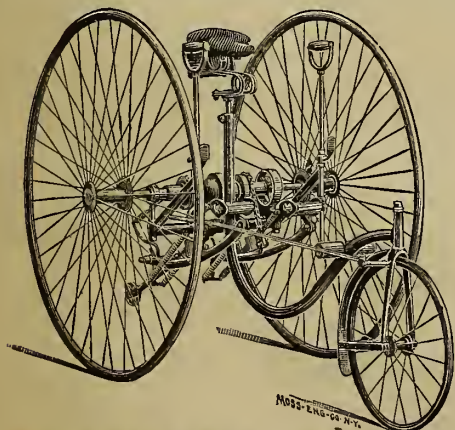
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Just issued, third edition of the WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS. Thoroughly revised and enlarged. All essential information for the wheelman or general tourist, concerning objects of interest, hotels, repair places, cycling clubs, Consuls, etc., and ROAD ROUTES WITH DISTANCES AND CONDITIONS OF ROADS to every place in the county and vicinity. Also sketch of the League of Essex County Wheelmen, and the only complete catalogue of Wheel Literature ever published, embracing all 'cycling periodicals published in the English language, and every publication connected with the sport ever produced in America. Price, 20 cents, by mail, postpaid. Old editions (supply limited,) 3 cents.

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Mention THE WHEEL.

THE NEW AMERICAN TRICYCLE.



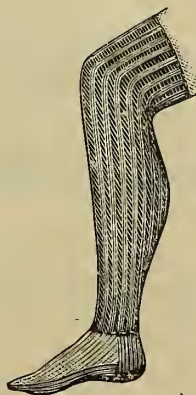
Special Advantages Claimed for "The New American."

1. It is the only tricycle that can be used equally well by a gentleman or lady, a grown person or a child, without changing any of the parts. 2. The movement is simple and powerful. 3. The pedals are independent of each other and start and stop at any point of the stroke, so that a long or short stroke may be taken. 4. They are equally and fully effective at any point, and there are no dead centres. 5. They may be used independently or together; do not move unless the rider moves them, and may be used as foot rests when descending hills. 6. The lever movement is graceful and for obvious reasons is the only one adapted to the use of ladies. 7. It can be instantly changed from speed to power and is a superior hill climber. Send for catalogue to

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



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reliable article, which

we make to order to match any shade of cloth

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

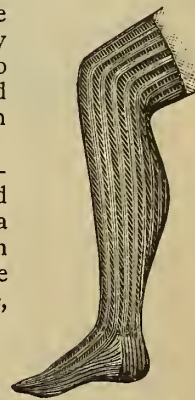
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THEO. GOETZE & CO.,

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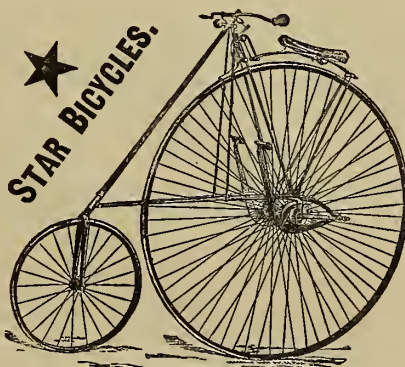
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NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.

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

Three L. A. W. Championships for 1885.

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JERSEYS, BY MAIL.

We have just received an importation of extra quality ENGLISH knitted worsted BICYCLE and TENNIS JERSEYS, in fancy stripes and club colors, which we are offering at **\$2.50** each.

In 1-inch Stripes we have the following colors: Scarlet and Black, Blue and White, Black and Orange, Black and White, and Navy and White.

In 2-inch Stripes, Black and Orange, Scarlet and White, Blue and White, Blue and Scarlet, Garnet and White, and Garnet and Black.

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three years in the use of your
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they give very general satisfaction;
and for the prompt collection and
delivery of telegrams, and messages
of various kinds, are indispensable.
Our messengers seem to take to them
naturally and become expert-riders
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Very respy
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